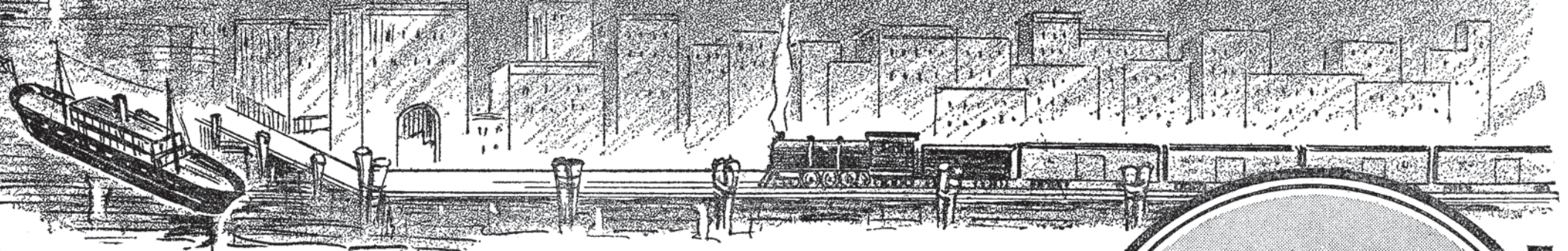
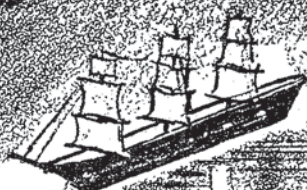


Sarnia Centennial



COMMEMORATING the Centenary Year of the City of Sarnia The Canadian Observer takes great pleasure in presenting to its readers in Sarnia and Lambton County, the Centenary Edition. This is by far the largest and most comprehensive edition ever published in the city.

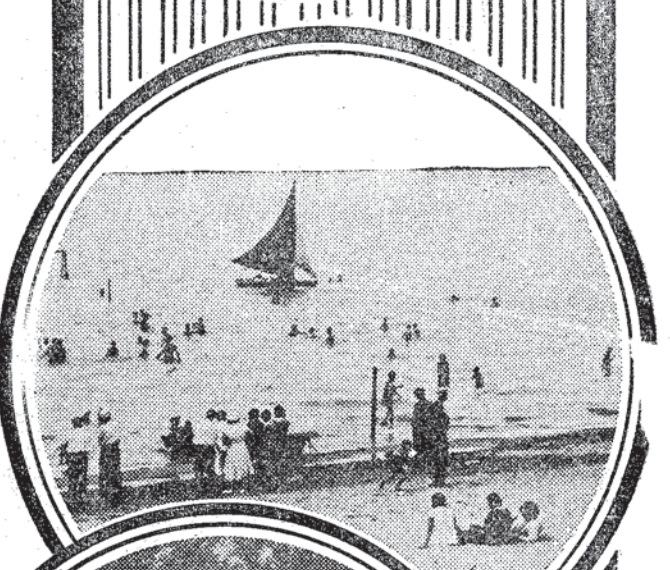
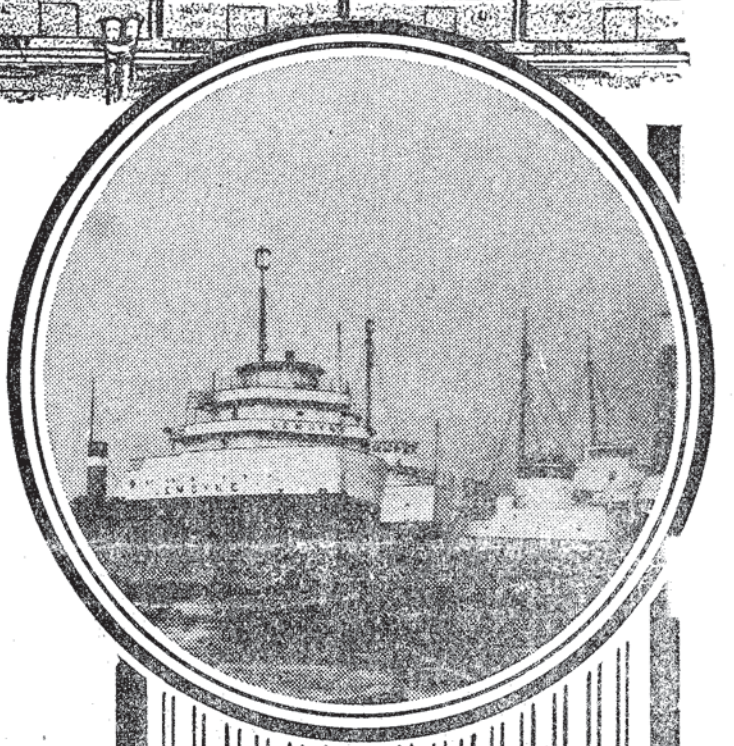
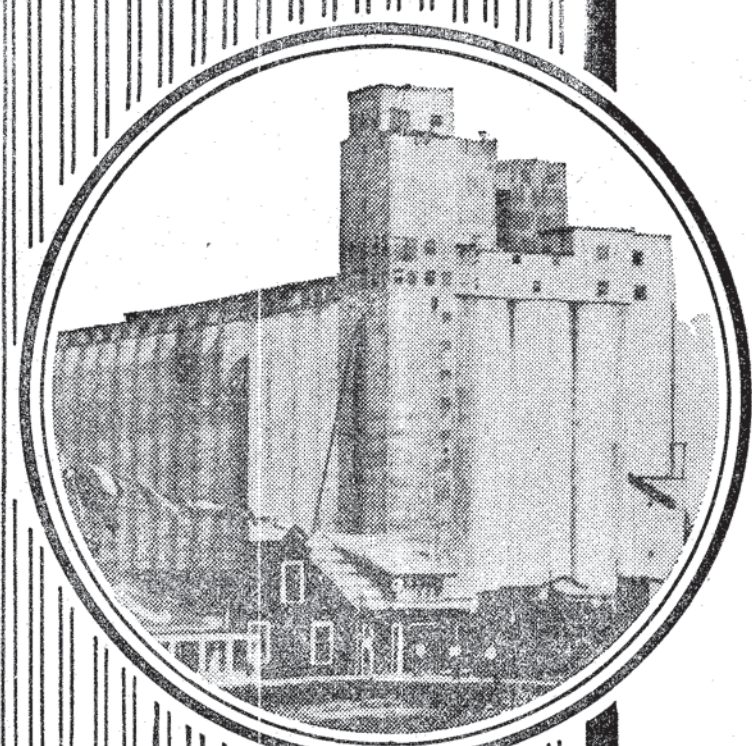
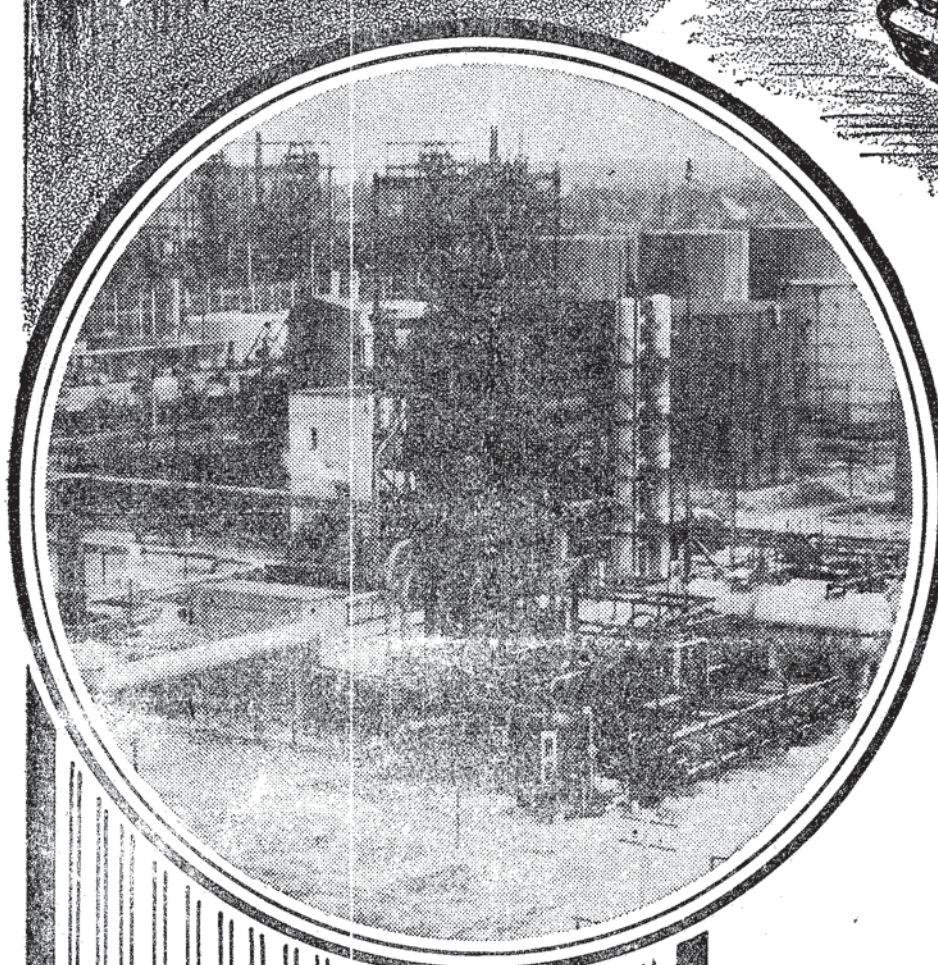
Its compilation was a task of some weeks and in it is reviewed, as far as is possible, the development of Sarnia from the days when it was a village, nestling in the thick forest that lined the bank of the St. Clair River, inhabited by Indians and a few hardy, white men, pioneers of the modern city of 20,000 souls of today.

A city, favored with an ideal location, its development was and is ordained by nature itself. It is a city of happy, industrious people, who enjoy the amenities of life to a degree that is consistent with a modern and progressive community.

Sarnia is the home of thriving industries. It has modern schools, churches, recreational centres and eight spacious parks. It is a city of shady, residential streets, on which there are many lovely homes, some of them very old with all the distinction that the hands of time alone can create. It is a city nestling beside one of the most beautiful rivers on the continent and at its doorstep is the expanse of Lake Huron with its cooling breezes. It is in short, a city in which all may be happy and thank their Creator for His bounty.

In presenting this edition The Canadian Observer is not unmindful of those citizens who have contributed to its contents. Among them are some of the best authorities on the early history of the community, especially Mr. Norman S. Gurd, K.C., Mr. Frank T. Thomas, Mrs. C. J. Nisbet, Miss Frances Flintoft, Sheriff A. J. Johnston, Mr. P. T. McGibbon, Major Fred Gorman and still others who have contributed articles concerning the current activities of the community.

To all of these, The Canadian Observer expresses its keen sense of appreciation, and also to the members of its staff which compiled the edition.



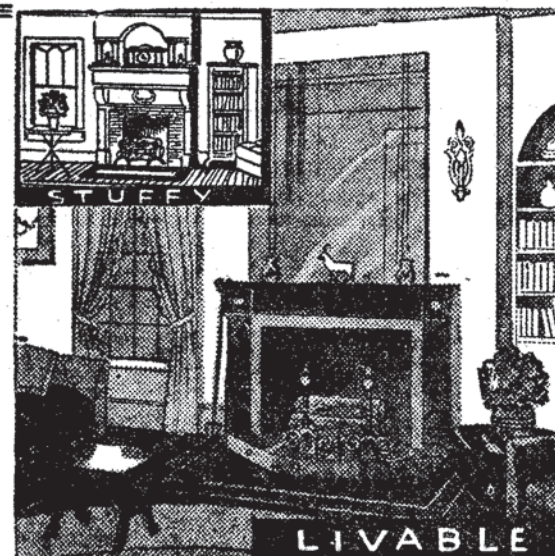
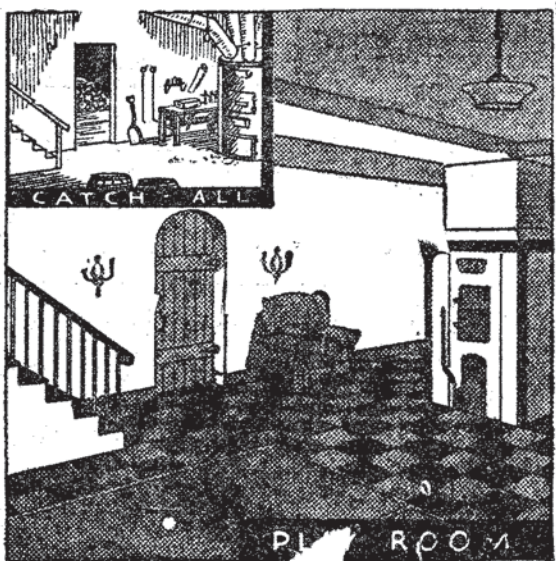
The diversified activities of the City of Sarnia and the broad nature of its natural endowments are strikingly illustrated in this front page of the Centenary Edition. At the upper left is a section of the great refinery of Imperial Oil Limited and

immediately below it is a view of the Sarnia grain elevator which has a capacity of 3,000,000 bushels of grain. The street scene on the left is of Christina street, looking south from the corner of Lochiel street. This is the second principal thoroughfare

of the city and is developing rapidly.

At the top on the right grain freighters are shown in winter harbor here. In the two lower circles are shown a scene at Lake Huron beach where thousands of citizens and resorters enjoy

the cooling breezes in the summer and a view of London Road, the city's finest residential street. At the bottom right is shown busy Front street, the main business thoroughfare, the view being from the corner of Lochiel street to the south.



CONGRATULATIONS

We Heartily

extend our sincere congratulations to the City of Sarnia on the attainment of its

100th Birthday and Centennial Celebration

We Are Happy

indeed, to have played a part in the city's steady progress, and take this opportunity to express our deep appreciation for the loyal support the citizens of Sarnia have accorded this industry.

We Trust

that the marking of this anniversary will usher in a new era of prosperity for all.



GAS

And Its Place In The MODERN HOME of . . TODAY

BASEMENT

Make your Basement "The Livable Basement" By using Gas for Fuel, eliminate dust and dirt and thereby add another useable room to your home.

LIVING ROOM

Place one of our Modern GAS RADIANT FIRES in your Living Room and on cool evenings and chilly mornings enjoy its cheery warmth and comfort.

KITCHEN

All the freshness and beauty of Modern Furnishings is at last available for your kitchen. A Gas Range and Gas Refrigerator of today affords you every convenience as well as beauty.

BATHROOM

Use one of our AUTOMATIC GAS WATER HEATERS and enjoy a constant supply of Hot Water, which is at your command any hour of the day or night.

Gas and Economy

In GAS, are co-ordinated the virtues of an exceptional fuel and the merits of an outstanding service. "It is fast, dependable and economical and its cleanliness makes for economy throughout the home."

"It eliminates fuel storage and makes furnace room discomfort and the discomfort of fluctuating temperatures a thing of the past."

GAS is the Ideal fuel for your home.

Building a City

The soundness of a city's growth is most truly reflected through its homes—and in this respect, the City of Sarnia can be justly proud. It has kept its homes apace with the general progress—ever alert to demand for them the most modern convenience science and industry can provide, which in the field of heating, cooking and refrigeration are achievements of NATURAL GAS.



A TRIBUTE To the Early Pioneers of the Gas Industry

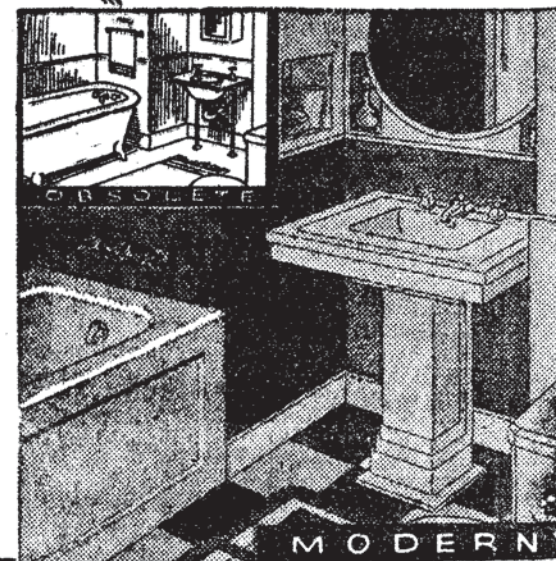
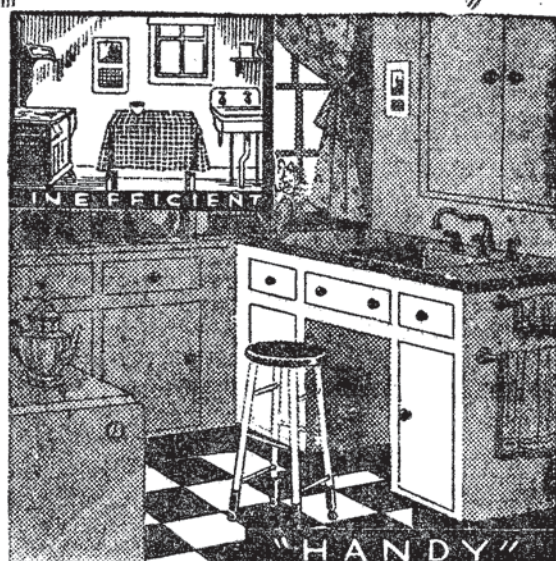
Sarnia was one of the first places in Canada where NATURAL GAS was used for domestic and industrial purposes.

Sarnia previously had become the centre of the oil industry in Canada and when the drillers for oil realized that they were wasting a valuable asset, a pipeline for Gas was built to Sarnia.

William Williams, who for 20 years had been a merchant in the community became head of the Sarnia Gas Company. His son J. B. Williams succeeded him and when the Sarnia Gas Co. was acquired by the Union Gas Company of Canada, Limited, J. B. or Jack as he was familiarly known became the local manager, which position he held until his death.

Sarnia Gas Co., was the first of the local distributing companies acquired by the Union Gas Company. These negotiations were completed in 1924 and since that time every effort has been made to better the service to the City. An additional transmission line has been constructed and regulator stations have been built in order to maintain a constant pressure.

The Sarnia distribution system has, through the vision and keen business foresight of the early management and the untiring efforts of the present owners, been built into a utility second to none in service.



Union Gas Co. of Canada, Ltd.

CITY OF SARNIA RECEIVED NAME ONE HUNDRED YEARS AGO

Stirring Past And A Rosy Future

Sarnia Today a Monument to Vision of Its Pioneers

HEWED FROM VIRGIN FOREST

Sarnia's past as stirring as its future is bright has been marked by the brave progress of men who saw the light through the virgin fastness of the forest trees along the blue running waters of the rapid St. Clair, winding its broad way from its headwaters at the foot of Lake Huron to the marshes of Lake St. Clair Indian, Frenchman, Briton and Scot, men of the hardy pioneer type who knew not the meaning of discouragement, all had their day and hour in the making of the city which today spreads its growing area down the river and back inland toward London.

Indians Still With Us

There are traces of all the men who had their being in the rigorous days of early Sarnia. The Indians, lovers of things as they are, have their own reservation to the south of the city. The red man has changed little with the years. Today he wears the white man's clothing, smokes the white man's tobacco, swears the white man's oaths and worships the white man's God—but his habitual inclination to take the easy path, to enjoy the sunlight and abide the rain, has not changed.

It is not the Indian's manner to keep pace with the aggressive bustle of his paleface conqueror. If it had been he would not be supported by the men who came into the country in their small numbers and crowded the original owners into their restricted areas, free from the dangers and cares that formerly marked their lives.

First White Man

Indians, peaceable as a rule, were dominant in Sarnia and the surrounding forests up until 1672 when Father Dailion, a French priest, in his wide travel, visited the Neutral Indians, a tribe dwelling here then. Forty-two years later Father Joliet passed through the St. Clair River in his birch bark canoe en route to the upper lakes. All these years the St. Clair was nameless to the white man. Father Hennipen named the river in 1770 and the name has remained through the years. The flag of France waved over the district in 1689, when a fort was erected on the Canadian side of the lake, just above where it joined the river. Port St. Joseph was the name of the stronghold which has been dust for centuries, but which, when it was built, was a thing to be marvelled at by the simple folk of the country at that time.

French, Indians, and the ever present half-breeds that marked the early history of Canada, were the holders of the protected area around the fort for years. They tilled their little plots of ground, wrestled from the forests and the swamps. French cultivation was in full swing in Sarnia more than a hundred years before the conquering British came.

Family of La Forge

Of all the Sarnia settlers of those early days, but one name is handed down. A French-Canadian family La Forge by name, owned the farm upon which the postoffice stands. There were two miles of bush wilderness and treacherous swamps between them and the fort but the Indians were peaceable and the land around the lake was either too sandy or too low. It was land a bit that the crops grew best and it was inland the settlers went. All these things were in the days of sail; when travel was a slow and hazardous thing and comforts were few. In 1832 Joseph La Forge and his families, living in five houses, comprised the city of Sarnia on a plot of land around Davis street. Today the city covers miles of grounds for the 20,000 inhabitants.

Comes Captain Vidal

It was in September, 1832, English settlers discovered the little beauty spot nestled at the foot of Lake Huron, the great inland sea. Captain Richard Emeric Vidal, a retired naval officer, arrived in the "Red Jacket," looked over the land, like it and took out a 200 acre grant and sailed for home to return with his family. Two years later he returned.

Captain Vidal's new discovery marked the turning point in the history of the tiny backwoods settlement.

Three men are credited with the founding of this city. All three lived in the same age and were imbued with the same vision. George Durand and Malcolm Cameron were his aides in the great work that started Sarnia on the path to greatness. These men settled here about the same time, saw the possibilities of the location and put their whole life into bringing it into the prominence it now enjoys.

George Durand

George Durand was responsible for the greatest march towards independence in 1837 when he opened a sawmill, turning out the first rough plank on December 15 of that year. Up until that time all the lumber used in the sparse settlements in Lambton county was brought from across the river, a saw mill having started up along the shores of Black River where the postoffice and what stores there were, held forth. He was in the real estate business as well as the present site of the Roman Catholic church on the corner of London Road and Christina street.

HE SETTLED THE DISPUTE



Sir John Colborne Governor-General of Canada suggested the name which was given to this community in 1836—Sir John, then Governor-General found on visiting "The Rapids" that the villagers desired to change the name, but could not agree on a new name. He suggested Port Sarnia, Sarnia being the Roman name for the Island of Guernsey of which Sir John had been governor. The name was adopted and the prefix "Port" was later dropped.

Some Facts About Sarnia

POPULATION

Greater Sarnia which includes Point Edward and the immediate outskirts of the city proper, has a population of more than 22,000. Sarnia's retail buying power representing the city and the County of Lambton of which Sarnia is the county seat, totals close to 85,000 people. Sarnia is one of Ontario's most thriving cities and Ontario is the greatest province, from the standpoint of population, having one third of the whole population of Canada.

Sarnia's area comprises 1,700 acres. Lambton covers 661,206 acres. Sarnia's general assessment totals \$17,441,777. Lambton's equalized assessment is \$31,125,000. Sarnia has an altitude of 596 feet above sea level. Sarnia and Lambton lie south of twelve states of the United States.

TRANSPORTATION

Sarnia is noted as a navigation centre, its natural harbor making it an easy port of call for the steamers plying up and down the great inland waterways system. Sarnia is the western terminus for Ontario of the Canadian National Railways, which connects with its subsidiary in the United States, the Grand Trunk Western by means of the St. Clair tunnel under the St. Clair river.

Sarnia is the northern terminal of the Pere Marquette Railway in Ontario. Sarnia is only a short distance from the St. Clair branch of the Michigan Central Railway. Sarnia is served by three fast, end-unloading ferry boats connecting this city with Port Huron, Mich.

Sarnia also hopes to be connected with Port Huron by means of a vehicular tunnel and automobile bridge.

Sarnia is the port of call for three passenger boat lines, one operating between Sarnia and Detroit; another between Sarnia and Georgian Bay ports and three large lake liners of the Canada Steamship Lines which connect Sarnia with the Head of the Lakes.

Sarnia is served by five motor coach lines from various rural and district points. Sarnia boasts of an efficient bus system which covers 600 miles of city and suburban area daily, on regularly maintained schedules.

PORT OF DESTINY

Sarnia's location on the border is such that it presents a convenient gateway to Canada from the United States. It is also on the shortest route from the Northwestern states to the Eastern states. Sarnia's gateway is preferred to other ports of entry in Southwestern Ontario, because of the convenience and quick handling of traffic. Three major tourist routes lead from the city.

With its 3,000,000 bushel grain elevator, Sarnia has become one of the leading grain ports in Southwestern Ontario. Fleets of boats carry Canada's western crops here for quick shipment to the seaboard.

The extensive freight sheds of the Canadian National Railways at Point Edward handle many thousands of tons of package freight annually, many trains being required to carry it.

The Tree Line Navigation Company and other package freight steamers bring thousands of tons of freight here and also take freight away. Sheet metal for tinning and galvanizing is brought in by the boatload.

The Imperial Oil Limited's fleet of tankers carry millions of barrels of refined products from the local refinery.

Sarnia, because of its location is one of the busiest ports of entry in Ontario for customs officials, a staff of almost 40 men being maintained here.

Sarnia's new government warehouse provides adequate facilities for the transshipment of goods. Sarnia's proximity to rich garden areas and fisheries has placed it in a strategic position for the shipment to North-western provinces of fresh foodstuffs.

BUSINESS

Sarnia is a busy city, its many industries all maintain almost constant employment, even though depression periods. Many of them are working overtime.

Sarnia has 4,300 telephones which is regarded as an exceptionally large number for a population of 20,000.

Sarnia has many alert businessmen offering attractive stocks and courteous service. Sarnia has a successfully operated hydro electric system which provides light and power at unusually low rates.

Sarnia has natural gas facilities in a majority of the homes. Sarnia has eight banks and two brokerage houses, all of which do a good business.

Sarnia is rated among the leaders per capita in Ontario in the purchase of new automobiles. Sarnia's merchants, industrialists and professional men are known throughout the district. They keep well before the public by consistently advertising in The Canadian Observer.

A new theatre, several new homes, street improvement and industrial expansion are on the construction agenda for Sarnia this year. Last year \$84,402 worth of building was done.

The winter harbor with its fleets of boats to be outfitted and serviced, provides much extra business for Sarnia.

OIL REFINING

Sarnia has been the centre of the oil refining industry in Canada. The Imperial Oil Limited's large, modern plant is known throughout the world, not only for its wide range of products, but also because it has become a training school for hundreds of experts who have found employment in refineries throughout the world.

Sarnia is close to the original oil-producing areas of Lambton county which are still operative after 71 years. There has recently been renewed activity and the annual return is over \$300,000.

Sarnia is also close to the natural gas industry which has an estimated annual production of \$5,000,000 worth of fuel.

Sarnia is also the centre of the salt mining industry which has an annual production of approximately 280,000 tons of salt.

Sarnia is also close to the large oil refinery at Petrolia.

AGRICULTURE

The value of the farms in Lambton county is close to \$5,000,000. The county fruit crop produces \$100,000 annually and only one-fifth of the land available for fruit is used.

The county celery crop brings growers \$400,000 each year. Field crops represent \$3,350,000 annually and the livestock industry of Lambton is rated at \$6,000,000 each year.

Honey, sugar beets, tobacco, beans, hemp and flax find ready markets. The vegetable industry is listed among Lambton's best.

Vegetables for canning and sugar beets are two of the county's chief cash crops. The county enjoys freedom from heavy taxation, as no indebtedness was incurred during good times.

The centre of the county is the centre of a 60 mile trading radius which embraces 2,500,000 people. Sarnia has nine public schools, three separate schools, one large collegiate institute and technical school, a business college and several private schools.

The city has a score of churches, many of them attractive well-established edifices. Sarnia has a public library, numerous fine choirs, a male chorus, several good bands and is the centre of the Lambton County Musical festival.

Sarnia has developed a dramatic arts and has an unusually active drama league. The Sarnia Horticultural Society and associate bodies have developed show gardens.

WHERE SARNIA PLAYS

Sarnia has six parks and three supervised play grounds. It also boasts one of the finest football parks in the country.

Sarnia is close to 83 miles of waterfront along Lake Huron and the St. Clair river and is a highly developed resort centre.

Sarnia has three golf clubs, numerous tennis clubs, baminnton courts, lawn bawling, baseball and softball diamonds.

Sarnia is the home of championship football teams, track, gymnastic, curling and hockey teams.

Sarnia is the centre of yachting interest in the lower Lake Huron district and is a haven for fishermen.

It has two skating arenas.

Sir John Colborne, Governor-General Suggested Name Which Was Finally Given Community

Came Here at Time When There was a Dispute Between English and Scottish Settlers—Both Sections Desired to Change the Name But Could Not Agree—Sir John Favored Neither Side in the Dispute

To Sir John Colborne, first Baron Seaton, distinguished soldier and statesman and governor of Upper Canada in 1828, Sarnia indirectly owes its name, for it was one hundred years ago last January that the gallant Sir John, in endeavoring to settle an argument between the English and Scottish residents as to the choice of a name, suggested that the thriving little municipality be called Sarnia.

The story of the naming of Sarnia is interesting. In reality Sarnia had two names because the early French squatters called the settlement "La Chute", which in English meant "The Rapids"—an appropriate name because of the rapids in the St. Clair River at the entrance to Lake Huron. The original French squatters who came prior to 1800 settled along river south of a point which is now Davis street. The name continued until 1836 when the inhabitants decided that a change of name was desirable.

Was Noted Soldier

To lead up to the point of the naming of Sarnia it is necessary to go back to the life of Sir John Colborne, who, at an early age, entered the army and served throughout the Peninsular campaign as a major of the 20th regiment and military secretary to Sir John Moore, the hero of the Peninsular war. Historians, in reference to the Peninsular War, has described Colborne as a "man of singular talents for war" and he was a leading figure in

Continued On Page 15.

One of Oldest Sarnia Houses Stood on Grounds Of Laidlaw-Belton Co.

One of the oldest Sarnia landmarks stood on the grounds of the Laidlaw, Belton Lumber Company, on Devine street, until it was found necessary to remove it in 1924 to make room for company expansion. It was a dwelling house which was completed in November, 1833, for Rev. Thomas Turner who had been sent here in 1832 by the Wesleyan Methodist Missionary Committee of England, to establish and build a Methodist church. He was the first Methodist minister in Sarnia by appointment of the church authorities and his instructions were to build up a congregation "on the foundation laid by Rev. Peter Jones and others during three years of desultory labors."

A tender for the erection of this house was received from Messrs. Kemp and Labestie of Amherstburg, in September, 1832, for 375 pounds, 10 shillings currency. This was accepted but owing to the contractors not having material on hand it was deferred until spring. The contract was then re-advertised and I. B. Labestie was given the work.

The Industrial Mortgage & Trust Company

Established 1889

The Industrial Mortgage and Trust Company over a period of 47 years has contributed to the growth of the City of Sarnia and to the prosperity of Lambton County through the financing of urban and rural building and through assistance afforded to purchasers of city properties and farms.

The Company was founded under the name of The Industrial Mortgage and Savings Company by James S. Symington and began business in October 1889 at 181 North Front Street. Mr. Symington was the Company's Manager until 1900 at which time he was succeeded by Mr. Duncan N. Sinclair who continued in that capacity until 1924. Mr. Sinclair was succeeded by the present Managing Director, William R. Paul, who has been associated with the Company since its inception in 1889.

Mr. James F. Lister (later His Honor Judge James F. Lister) was the Company's President until 1898. Following Mr. Lister's appointment to the Court of Appeal in 1898 he was succeeded as President by John Cowan (Senior) who occupied the Presidency until 1926. The late John Cowan, K.C., was then succeeded by William T. Goodison, M.P., who continued in that capacity until 1928. Mr. John Cowan (Junior) has been the Company's President since 1928.

The Company in 1914 moved to larger premises in its present Head Office at the corner of Front and Lochiel Streets. It continued to grow and prosper and in 1928 became a Trust Company under its present name, by a Special Act of the Ontario Legislature. It absorbed The East Lambton Farmers' Loan and Savings Company at Forest in 1933 and in 1936 purchased the assets of The Crown Savings and Loan Company at Petrolia, both of which are maintained as Branches of the Main Office.

Among the many thousands of shareholders, Savings Depositors, Debenture holders, and Estates under Administration, are to be found the names of pioneers of the City of Sarnia and the County of Lambton, or their descendants who reside in the District or who are located in many parts of the world. A perusal of the Company's books shows the greater number of clients to be within the County of Lambton, with, however, many familiar names, or the married names of descendants of former residents, now living in each Province of the Dominion, in the United States South America, the British Isles, South Africa, and in Countries of Asia.

The Directors of the Company have been drawn from successful business men and farmers in Lambton County and West Middlesex.

Members of the present Board of Directors of the Company are: John Cowan, President; Malcolm McCugan, Mt. Brydges, 1st Vice President; John McFarlane, Sarnia, 2nd Vice President; William R. Paul, Managing Director; John H. Anderson, Oil Springs; William J. Skinner, Forest; John P. MacVicar, Inwood; Alexander R. McKay, Sarnia; Homer Lockhart, Sarnia and T. Frederick Cairns, V. S. Forest.

CITY HAS SENT NOTABLE SONS INTO NATIONAL LIFE OF CANADA

Few Counties Have a Record To Equal That Of Lambton

SINCE SARNIA FURNISHED PRIME MINISTER OF THE DOMINION MANY OTHER SONS HAVE MADE NATIONAL NAMES IN COUNTRY POLITICS

HON. GEORGE BROWN REPRESENTED RIDING

Full realization of the important parts that illustrious sons of Sarnia and Lambton county have played in the affairs of the province and dominion comes only with a perusal of the records of yesterday and it is doubtful if there is another county in Canada that can point to such a record as Lambton holds.

Two Prime Ministers

Two representatives of the county have been prime ministers of Canada, one has been premier of the province and several have been cabinet ministers and in addition several Lambton natives won their way to high posts in other parts of the dominion.

List of Representatives

A list of the representatives of the county in the federal parliament and legislative assembly, including the period when Lambton was united with Kent, furnishes an interesting study.

The representatives in the legislative council were Hon. George Jervis Goodhue, 1842-1867; Hon. Alexander Cameron, 1860-1863; Hon. Alexander Vidal, 1863-1867.

The representatives to the legislative assembly were: Hon. Malcolm Cameron, 1848, 1854-1858; Hon. George Brown, 1851-1857; Hon. Fleming Mackenzie, 1859-1861; Hon. Alexander Mackenzie, 1861-1867. Two of those, Hon. George Brown and Hon. Alexander Mackenzie became prime ministers of Canada.

Before the county was divided into two constituencies, Hon. Alexander Mackenzie was the representative in the house of commons. Since the division of the representatives for the west riding have been Hon. James Frederick Lister, Q.C., 1882-1898; Dr. Thomas G. Johnston, 1898, 1905; Frederick

Forsythe Pardee, K.C., 1905-1921; Richard Vryling LeSueur, 1921-1925. The late W. T. Goodison, 1925-1928; Ross W. Gray, K.C., 1929 to the present.

The east riding has been represented by John H. Fairbank, 1882-1887; George Moncrief, 1887-1896; John Fraser, 1896-1900; Oliver Simmons, 1900-1903; Joseph E. Armstrong, 1904-1921; Bert Fancher, 1921-1925, 1926-1930; J. T. Sproule, 1930-1935; H. A. MacKenzie, 1935.

In Olden Days

Hon. Timothy Blair Pardee, Q.C., represented the entire county in the legislative assembly for Ontario from 1867 to 1875, and the representatives of West Lambton since the division have been Hon. Timothy Blair Pardee, Q.C., 1875-1889; Charles Mackenzie, 1890-1894; Alfred T. Gurd, 1894-1898; Frederick Forsythe Pardee, K.C., 1898-1902; Hon. William John Hanna, K.C., 1902-1919; Jonah Moorehouse Webster, 1919-1923; Wilfrid Smith Haney, 1923-1929; Dr. A. R. McMillan, 1930-1934; W. A. Guthrie, 1934 to the present.

Two of those members, Hon. Timothy Blair Pardee and Hon. William John Hanna were members of the cabinet both serving as provincial secretary.

East Lambton was represented in the legislative assembly by Peter Graham, 1875-1890; Hugh Mackenzie, 1890-1893; Peter D. McCullum, 1893-1898; Henry John Petty, 1898-1905; Hugh Montgomery, 1905-1908; Robert John McCormick, 1908-1914; Dr. John Burton Martyn, 1914-1919; Leslie Oke, 1919-1930; H. T. Fraleigh, 1930-1934; M. D. McVicar, 1934 to the present.

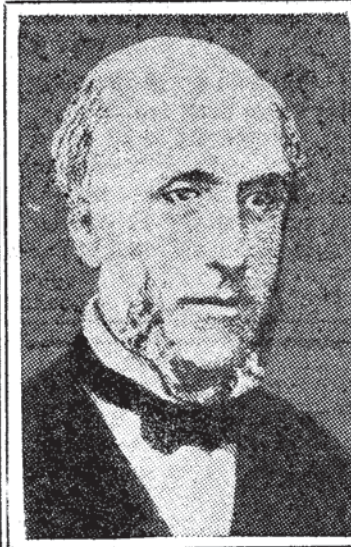
Lambton has also had senatorial representation as follows: Hon. Alexander Vidal, 1873-1896; Hon. George William Ross, 1907-1914;

Hon. Frederick Forsythe Pardee, 1922-1927.

A Founder Of Canada

Hon. George Brown who represented Lambton in the legislative

Hon. George Brown



assembly 1851-1857 and afterwards became prime minister of Canada, was born in the city of Edinburgh, Scotland, November 29, 1818. His father, Peter Brown, was a merchant and had been a Baillie (prominent municipal office in Scotland which carries with it, ex-officio the magistracy) in the Scottish capital. At the age of thirteen, George went to London to try his fortune, little dreaming that thirty years after he would repair thither as a Canadian minister to be presented at court. Until he was seventeen he followed mercantile pursuits; but

(Continued on Page 14)

NOTED SONS OF LAMBTON

Late Sen. F. F. Pardee



The late Frederick Forsyth Pardee, K.C., sat for West Lambton in the legislative assembly from 1898 to 1902. He was elected to the house of commons in 1905 and retained the seat until 1921. He was elected Chief Whip of the Liberal party in 1909. He was appointed to the senate in 1922.

R. V. LeSueur K. C.



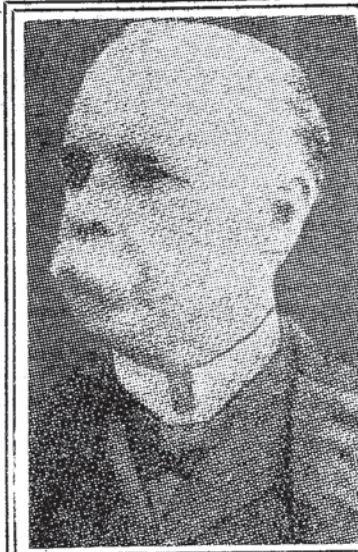
R. V. LeSueur, K.C., at present vice-president of Imperial Oil Limited was elected to the house of commons in 1921, but in the next election was defeated by the late W. T. Goodison. Mr. LeSueur is also vice-president of International Petroleum Limited.

Late W. T. Goodison M.P.



The late William T. Goodison, M.P., who was president of the John Goodison Thresher Company was elected to the house of commons in October 1925 and held the West Lambton seat until his death in 1929. Ross W. Gray, the present member succeeded Mr. Goodison.

Late Hon. J. F. Lister Q.C.



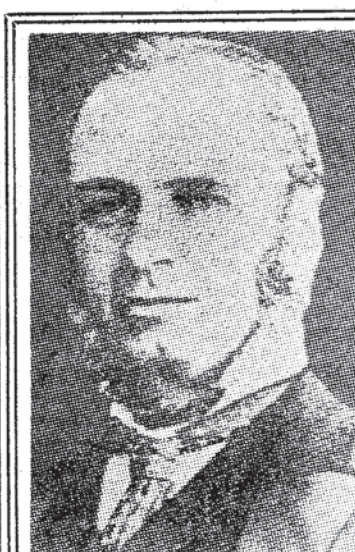
The late Hon. James Frederick Lister, Q.C., was elected M.P. for West Lambton when the county was divided into two ridings in 1882 and held the seat until elevated to the Bench as a judge of the Court of Appeal in 1898. His friends called him "Fighting Jim Lister." He died in 1902 and is buried in Lakeview cemetery.

Late Hon. W. J. Hanna



The late Hon. William John Hanna, K.C., was elected to the provincial legislature in 1902, and held the seat until his death in 1919. He was appointed provincial secretary in 1905 and held that office until 1916 when he resigned, but retained a seat in the cabinet without portfolio.

Late Hon. T. B. Pardee



The late Hon. T. B. Pardee, Q.C., was elected to the first legislature of Ontario in 1867. He represented the county until 1875 when the constituency was divided and he then sat for the west riding until his death in 1889. He was the father of the late Senator F. F. Pardee.

Ross W. Gray K.C., M.P. Has a Fine Reputation at Ottawa

Is Now Chief Liberal Whip and has Represented West Lambton Since 1929—Has Vigorous Personality and is Regarded as Coming Man of His Party.

Ross W. Gray, K.C., M.P., for Lambton West, occupies as chief Liberal whip, one of the most important posts in the parliament buildings at Ottawa. As such he has followed in the footsteps of another Lambton member, the late Senator F. F. Pardee, who filled that office under the late Sir Wilfrid Laurier.

West Lambton Member



Ross W. Gray, K.C., M.P., is the vigorous representative of West Lambton at Ottawa and holds the office of Chief Liberal whip.

In the capacity of chief whip, Mr. Gray is the liaison officer between Prime Minister W. L. Mackenzie King and the rank and file of the house of commons. He is largely responsible for keeping the wheels of parliament running efficiently and is generally regarded as the first in line for promotion to the cabinet. A comparatively young man, at 39 he has achieved success in law, served his country in the Great War and attained the highest office in the gift of the electors of his constituency.

Born In Moore

Ross Gray was born in Moore township, a son of George M. Gray

and Alexia Cameron Gray, both descendants of pioneer families of Lambton county. He was educated at local schools and the Sarnia collegiate. At 18 he enlisted with the 63rd Canadian Field Artillery, saw active service in France as a gunner in the Fifth Division Artillery, and wound up in Germany with the Army of Occupation.

Returns To Study Law

Returning to Canada in 1919, Mr. Gray went to Osgoode Hall, passed his examinations with high honor, then went to the Harvard Law school for a post-graduate course. He formed a partnership with Arthur Lebel in Sarnia but this was broken up when Mr. Lebel moved to London. Mr. Gray joined the firm of Cowan, Cowan and Gray, headed by John Cowan. The firm has a large general law practice but specializes in municipal law, being solicitors for the City of Sarnia, the County of Lambton and nine municipalities. An active sportsman, the Chief Liberal Whip is a tennis and football enthusiast. He held the city championship of Sarnia until last year and also won in the play-off with the Michigan district.

Former Football Coach

As a football coach, Mr. Gray had great success. He coached the local collegiate team to three provincial and one dominion championship. He also had the distinction of coaching the Imperials to the Ontario championship in 1929.

Upon the death of W. T. Goodison, the Liberal member for Sarnia, in December, 1928, Mr. Gray was selected as his successor and was elected in a by-election on January 14, 1929, by acclamation. Lambton, while historically Liberal, is real fighting ground. It has the honor of having sent Hon. Alexander Mackenzie to parliament from 1867 to 1873 but his majorities were never more than 700. J. F. Lister, a predecessor of Mr. Gray in the law firm of Cowan, Cowan and Gray, held the county from 1882 until 1896. The best majority he ever achieved was 1,158. Mr. Pardee, the next member, had small majorities—146 and 89. Mr. Goodison had 169 and 138.

Roommate of Hepburn

R. V. LeSueur was the only Conservative ever to be elected from Lambton. That was in 1921 in a

(Continued on Page Fourteen)

Congratulations Sarnia On Your One Hundredth Birthday

We understand the feeling of pleasure and pride with which you are celebrating your centennial.

We also congratulate all our citizens especially those of the older generations who have played their part so nobly in helping promote the growth of Sarnia from an obscure town to its present position as one of the leading cities of Ontario.

We established our first store 20 years ago at the corner of Vidal and Davis streets. At that time Sarnia was progressing very rapidly and our business grew with it.

The next few succeeding years found us on two occasions moving to larger and better locations. In 1924 we built and moved to the large modern store we now occupy.

Our years in Sarnia have been most pleasant—We take this opportunity of thanking all those with whom we have had business and social relations and who have helped make it possible for us to be here.

Lampel & Zierler

Jonas Lampel

Max Zierler

CITIZENS OF SARNIA Congratulations

We take pleasure at this time in congratulating you on the 100th Birthday of your city.

We appreciate the business you have given us and hope that the city will have an even greater measure of PROSPERITY in the coming years.

F. W. Woolworth Co., Limited

P. H. Bowden, Local Manager

POINT EDWARD PROUDLY FRONTS HURON AND THE ST. CLAIR

Village Lost Some Of Its Former Glory But Has Kept Up Its Chin And Faces The Future Serenely

Two hundred and fifty years ago Cavélier de la Salle, French adventurer-explorer, set sail in the Griffin, the first sailing vessel ever to ride the crests of the Great Lakes, on an exploration and fur trading venture. Forced to run for shelter from the violence of one of Lake Huron's raging nor'westers, La Salle hove to in one of the three channels at the entrance to the lake, and there he was held for three days before the storm subsided. Thus was the stage set for the history of Point Edward, one of the oldest communities and most important inland shipping centres in Canada.

At that time, where Lake Huron's waters rush into the St. Clair, there were three channels and the island Pet-Tag-Wano, on which was a tiny Indian village, the rendezvous for the tribes of the surrounding district. The shores of the river and lake were bordered with virgin forest and even La Salle's wildest imaginings could scarcely have envisioned the vast changes that were destined to transform that tiny cluster of wigwags into a thriving lake port at which ships dwarfing his proud Griffin hundreds of times over were to call daily.

Shades of La Salle! Could he but return and see the giant freighters and passenger ships, the spacious dockage, the freight shed, the thriving community and the progressive people of this village north of Sarnia. Or could he have seen the village in its hey-day of fifty years ago, when it was a greater railway terminal than today, he would have marvelled.

From a tiny Indian village—a mere handful of teepees to a once-famous railway terminus boasting one of the finest stations of its day in the country and a population of nearly four thousand souls, and now the centre from which the majority of Eastern Canada's shipping to the Western Provinces is despatched, is a romantic tale containing a wealth of information typical of the development of this dominion's inland frontiers.

Peaceful Indian Village

Where now are excellent streets and avenues, attractive residences, churches and public buildings, once stood tall, stately trees looking down on shaded forest aisles and the little village (Pet-Tag-Wano) where Indian youths and maidens strolled along in peaceful contentment; the smoke curled lazily from crude teepees and the squaws gossiped about their work in much the same manner as the village women of today. Sometimes the canoes of warring tribes passed by on the river and the woods resounded with the war cries of savage scalp hunters.

It was a favorite meeting place for the tribal conference and at the commencement of the Ameri-

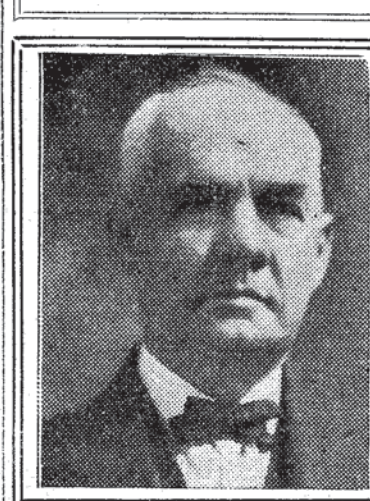
can Revolution a band of Wyandotte Indians under the chieftainship of Ke-Mus held a six days' conference at Pet-Tag-Wano to determine which side they should support in the war, the Americans or British. Ke-Mus and his braves decided to remain neutral.

On October 6, 1813, Sir George Prevost, commander-in-chief of the Canadian forces, sent a dispatch to Major-General Procter at Amherstburg telling him to proceed to Pet-Tag-Wano. Procter had already left Amherstburg and engaged with the Americans, who were under General William Henry Harrison, later a president of the United States, at the famous battle of Moraviantown, and was defeated. So far as can be ascertained

from the early records, the first white settler at Point Edward was John J. Scolme, who journeyed from New York State in 1838 to hew a home out of the dense forest at the junction of Huron and the St. Clair. After that time, more Whites began to settle there and two decades later a sizeable hamlet had been developed. The pioneers called the settlement Huron village. The name Huron was not kept for long, however, for as far back as 1855 the settlement was known as Point Edward.

Contrary to general belief the village was not named Point Edward after King Edward VII in honor of his visit there, when Prince of Wales, in 1860. The point of land that projects out in

MANY YEARS REEVE

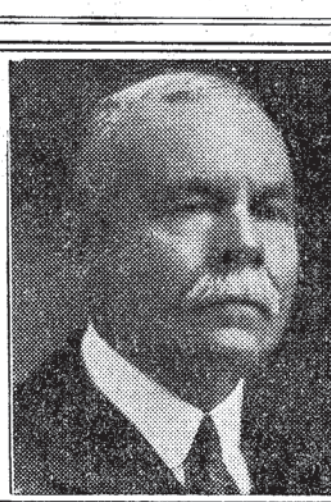


The late John "Jerry" Mara, was reeve of Point Edward for many years and worked out a long term policy of civic improvement in the village. He was associated with the Grand Trunk Railway system and superintended in 1920. He died a few years ago.

REEVE DAVID ROSS

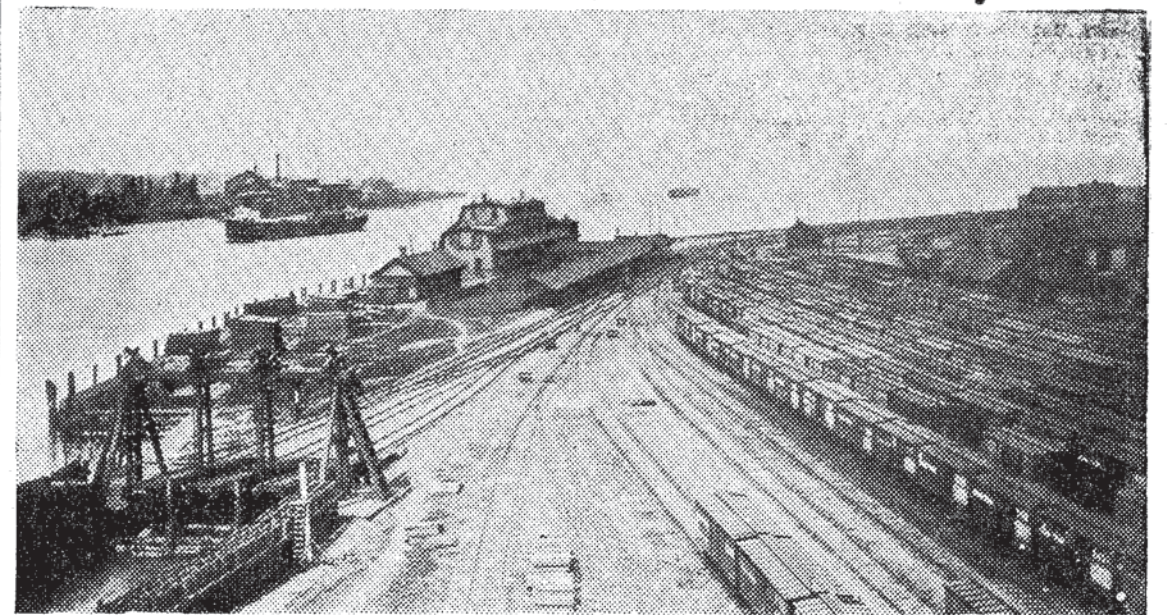


A VILLAGE VETERAN



Probably the best known resident of Point Edward today is O. S. Clark, veteran Mason and former customs officer.

Point Edward View Of Other Days



This shows a busy scene in the days when Point Edward was a railway terminal of first importance prior to the building of the St. Clair Tunnel—There were changes by which the village suffered severely, but it is today an important centre of Great Lakes transportation and a thriving community—Sarnia of today might easily under other circumstances have been at Point Edward.

Albert Edward, Prince of Wales, later King Edward VII, visited Canada in 1880 and Point Edward was the most westerly point in his itinerary. It was a great event for the villagers and was the occasion for a monster ball and the opening of the Grand Trunk's new freight shed. It was the mcca of many hundreds of people from the surrounding districts and neighboring Michigan, who flocked to the village eager to see His Royal Highness.

The railroad was naturally the big industry in the community and with its coming the population grew by leaps and bounds. A few years before it had numbered only approximately six hundred souls and in the late 80's it is said that more than four thousand people lived there. It became an incorporated village in 1879, having previously been controlled by the

county. A palatial station was erected by the G.T.R. in the early 70's and it was considered to be one of the finest and most modern on the continent. Extensive docks were built and grain elevators constructed. There was a splendid round-house and every railroading facility of the day. Car ferries, the Huron and the International, ferried the trains across to Fort Gratiot, which likewise was a rail centre, the terminus of the Chicago and Grand Trunk, which later became the Grand Trunk Western. A lengthy story of the railroad appears elsewhere in this edition.

Port for Many Vessels
Ships of all descriptions called at the port—schooners, side-wheel steamers and those of stern propulsion. A tremendous volume of freight was handled annually and thousands of immigrants went to the Head-of-the-Lakes by boat every summer. Hundreds of men

were employed at the freight sheds during the navigation season. A few years ago the old shed was demolished by a hurricane and the present one erected on the same site.

In 1856 the village had only two general stores, a hotel and one or two small businesses but in the 80's the business section boasted six hotels, three butcher shops, two grocery stores and one dry-goods store. The pioneer store keepers in the village were Louis Ernest, who operated a general store and Dougal Livingston.

The first church was built in 1868 and presented to the Protestants by the G.T.R. It was situated on the northeast corner of the intersection of Victoria and Livingstone avenues. The Presbyterians, Methodists and Angli-

(Continued on Page 14)

CONGRATULATIONS SARNIA

OUR BUSINESS IS JUST IN ITS INFANCY, BUT WE HAVE LEARNED LIKE YOU THAT HARD WORK AND DELIVERY OF THE GOODS MEANS PROGRESS. SARNIA HAS PROSPERED BECAUSE ITS CITIZENS IN THE PAST HAVE GIVEN COURAGEOUS, FAITHFUL AND EFFICIENT SERVICE IN WHATEVER LINE OF ENDEAVOR THEY WERE EMPLOYED. THIS FIRM SINCE INCEPTION HASMADE IT A SET RULE TO GIVE FIRST OF ALL QUALITY GOODS AND PROMPT COURTEOUS PERSONAL SERVICE. WE PRIDE OURSELVES IN THE LARGE NUMBER OF SATISFIED CUSTOMERS WE HAVE. WE FEEL THAT THEY ARE OUR BEST RECOMMENDATION.



A Barrier to Fire ~ Toronto Asphalt Shingles

It is mighty pleasant to know that your roof is safe and rain proof when a summer thunder storm comes along for that matter it is nice to know also that you are safe against the fall rains which will soon be here. Have your home protected for years to come by having it shingled now with TORONTO ASPHALT SHINGLES. They protect after others have been renewed. You do not save money by putting on a cheap and inferior roof which has to be replaced inside of a few years. There is no difference in the cost of laying a good roof and a poor one so make sure that you have one of our fine lines. TORONTO ASPHALT SHINGLES come in colors to harmonize with the surroundings of your home.



FOR NEW WALLS OUT OF OLD USE SHEETROCK

SHEETROCK, the fireproof wallboard, gives you new walls at low cost. It has been a boon to modern building because it lends itself readily to any type of construction new or old. If you have an unsightly basement or attic, SHEETROCK will soon convert it into a place of use and beauty. It is permanent, rigid, low in cost and lends itself rapidly to all wall board constructions. Carpenters like to work with it because it is sawed and nailed with the ease of lumber. It may be decorated with any material you wish and is especially suitable in rooms where you like to change the decorations often. It may be installed in your home at a reasonable rate.



If you are the same as the rest of us, you will have found it hard to keep cool this past month. RED TOP INSULATING WOOL is guaranteed to lower the temperature in your cottage or town home as much as ten degrees. It is a permanent fireproof and efficient type of insulating wool which has been shown by actual test to save as high as 40 percent in fuel bills during winter months by simply keeping furnace heat inside your home. No need to suffer from discomfort from heat in summer and cold winter when this excellent insulating material is available. It will pay for itself in about two years time and continue to save fuel and add to comfort for the life of the home. To be sure of results when you insulate specify RED TOP INSULATING WOOL.

Phone 415 For a Full Line Of Builders' Supplies

The Sarnia Cement Products

Company, Limited

W. D. REID, OPERATING MANAGER

SARNIA IS PROVIDED WITH MODERN, WELL-EQUIPPED SCHOOLS

History Dates Back To The Year 1838

Duncan McNaughton Is Recorded As First Teacher

GROWTH CONSTANT WITH CITY'S

The following history of the development of the Sarnia schools was prepared by the late R. E. LeSueur and presented to the Board of Education on May 6th, 1910:—

Mr. McNaughton's Arrival

This history of the schools of Sarnia back in the thirties has been difficult to obtain, but as far as can be gathered one of the first schools was conducted by Mr. Duncan McNaughton who came to Sarnia with his family during the summer of 1838.

As there was not much public accommodation in the village at the time he was fortunate in finding an open door in Mr. Skilbeck's home for himself and his family for a couple of weeks, during which time he rented and fitted up the upper part of a building which he had built on the dock, the lower part of which was being used as a warehouse, in the rear of where the Durand block now stands. A part of this he partitioned off and equipped and taught school in it for about a year.

Taught School in 1843

During the same year a Mr. Duncan also had a school on the west side of Christina street about midway between George and Lochiel streets. The following year Mr. McNaughton built a residence for himself on a lot now occupied by St. Andrew's hall and one room of the building was equipped with tables and benches for a school. When this was completed Mr. McNaughton removed his family and taught there until about 1843. Mr. McNaughton, having exchanged this property for a farm in Plympton, a red brick building was erected for school purposes on the southern part of the same lot and was occupied for a number of years. Among the first teachers in this school were Mr. Stevens and Mr. McNaughton, who had been persuaded to again accept the position of teacher, and in order to do so walked in from his home on Sunday evening and then back on Saturday after school. Then followed Mrs. Maxwell, Mr. Axtell, Miss Howard, and Mr. Wm. Stewart. In the meantime the school population was increasing and a school was opened in the Baptist chapel on the corner of Lochiel and Elizabeth streets and in connection with this are found as teachers, the names of Mr. Russell, Mr. Dunlap, Mr. Frost, and Mrs. J. D. Wood. Further accommodation became necessary. An additional room was rented in the Temperance hall and Miss Jennie McNaughton was placed in charge and shortly afterwards Miss Wilson was engaged as assistant.

Board of Instruction

The first record of the Board of Public Instruction that can be obtained was of the 12th of July, 1851, the following members being present at a meeting: Capt. R. E. Vidal, Rev. Wm. McAllister, Rev. G. J. R. Salter, Rev. I. Armour, Archibald Young, James Flintoft, Robert Skilbeck, William Risk, Brooke, James Scarlett, Dawn, Rev. J. Guane, Euphemia and William Fletcher, Sombra.

Certificates to teach were granted to David Wilson, John Barber, Douglas Mudie, Joe Little, John Duncan, James H. Nash, Catherine Walker, William McPherson, Tilton Eastman, James Dunlap and Jennie Smith.

About this time came an awakening for higher education, and a frame building was built a little north of the red brick school house and in this was opened the first grammar school, under the head mastership of Mr. J. Walker.

On the 20th of July, 1855, a joint meeting of the Grammar and Common School boards was held at which a resolution was unanimously passed to unite the two boards and that the name should be the "United Grammar and Common School Board of Sarnia." The Rev. George J. Salter was elected chairman and associated with him were Messrs. Archibald Young, Alexander McLagan, Hope MacKenzie, Rev. D. Salter, James Flintoft, Alexander Leys, Froome Talford, Adam English, R. Burnett, County Judge Robinson and Robert Stead.

At this meeting a committee was appointed to select a site for a new school. The committee selected a site and recommended the advisability of requesting the cooperation of the county council. This course was adopted but without success.

Erect Grammar School

In 1859 a lot was purchased and a four-roomed building erected on the site where the General hospital now stands. The building was known as the Grammar and Common school, one room being used for the Grammar school and the remainder for the Common school classes as they were then termed. The school was opened in 1860 with Mr. W. B. Evans in charge of the Grammar school and Mr. John Brebner of the Common school with Mr. James Dunlap and Mr. William Stewart as his assistants. The following year Mr. Dunlap resigned and Mr. A. MacLean was engaged. It was during this year that the board decided to hold its regular meeting on the first Friday of each month.

In January, 1868, a juvenile school was opened in a room rented from Mr. Jones on London Road and Miss Isabella Mudie was placed in charge. In the fall of the same year a lot was purchased in the north ward, and in the following year a contract was let to William Ireland for the building of a brick school on this lot, and also one in the south ward on what was known as school lands. The ratepayers in that vicinity, wishing to keep these school lands for a park (which is now Wellington park) induced the council to purchase two lots and present them to the board. On these lots the present Wellington street school now stands.

Shortly after the opening of the school, the trustees of School Section No. 9, Sarnia township, made a request to be allowed to send about 20 of their pupils to the school. The request was granted on the paying of a set sum and the government grant. This continued until that portion of the township came into the town. In 1870 the Rev. G. J. A. Salter resigned his position as chairman and trustee, after 18 years of continuous and faithful service.

Up to the year 1871, the schools had been under the supervision of a superintendent. The Rev. David Walker, Rev. A. A. Smith, and the Rev. John Thompson having ably and faithfully performed these duties, a change in the School Act that year necessitated the election of an inspector who could devote his full time and energy to the work. The board, therefore, elected John Brebner for the town and recommended his appointment to the county council. In 1872 Mr. Archibald Young, Sr., resigned from the position of treasurer which he had so ably filled since 1840.

Quarters Destroyed

The destruction of the old Methodist church which was being occupied as a school caused the board to seek temporary quarters for the pupils in the Baptist church and the town hall during the building of the four-roomed school on Lochiel street, which was built in 1872 and Miss Pottinger who had been on the staff for some time was placed in charge as principal.

In the year 1878 another six-roomed building was erected on the George street side of the property already purchased, known as the Model school and when completed three rooms were opened, Mr. Wark being principal and Miss Pottinger and Miss Janet Patterson assistants.

As school population increased more buildings had to be erected and in 1890 a two-roomed school was built on Russell street and opened in charge of Miss Margaret McCall and Miss Emma Gordon. In 1891 a four-roomed school was built on Devine street and two rooms were opened in charge of Miss C. Sinclair and Miss Stella Matthews.

The increase in the population in the vicinity of the tunnel station necessitated the erection of a two-roomed school on Confederation street in 1901, with Miss Nellie Campbell and Miss Anne Vail as teachers.

Still More Accommodation

In 1902 came the demand for more room in the north ward and a four-roomed school had to be built on Durand street, two rooms being opened with Miss White and Miss Anderson as teachers. A further demand for two rooms became necessary at the Devine



The Old Grammar School



Here is shown the old grammar and common school, built in 1859 on the site of the present Sarnia General hospital. It may be compared with the fine modern collegiate institute and technical school shown at the left.

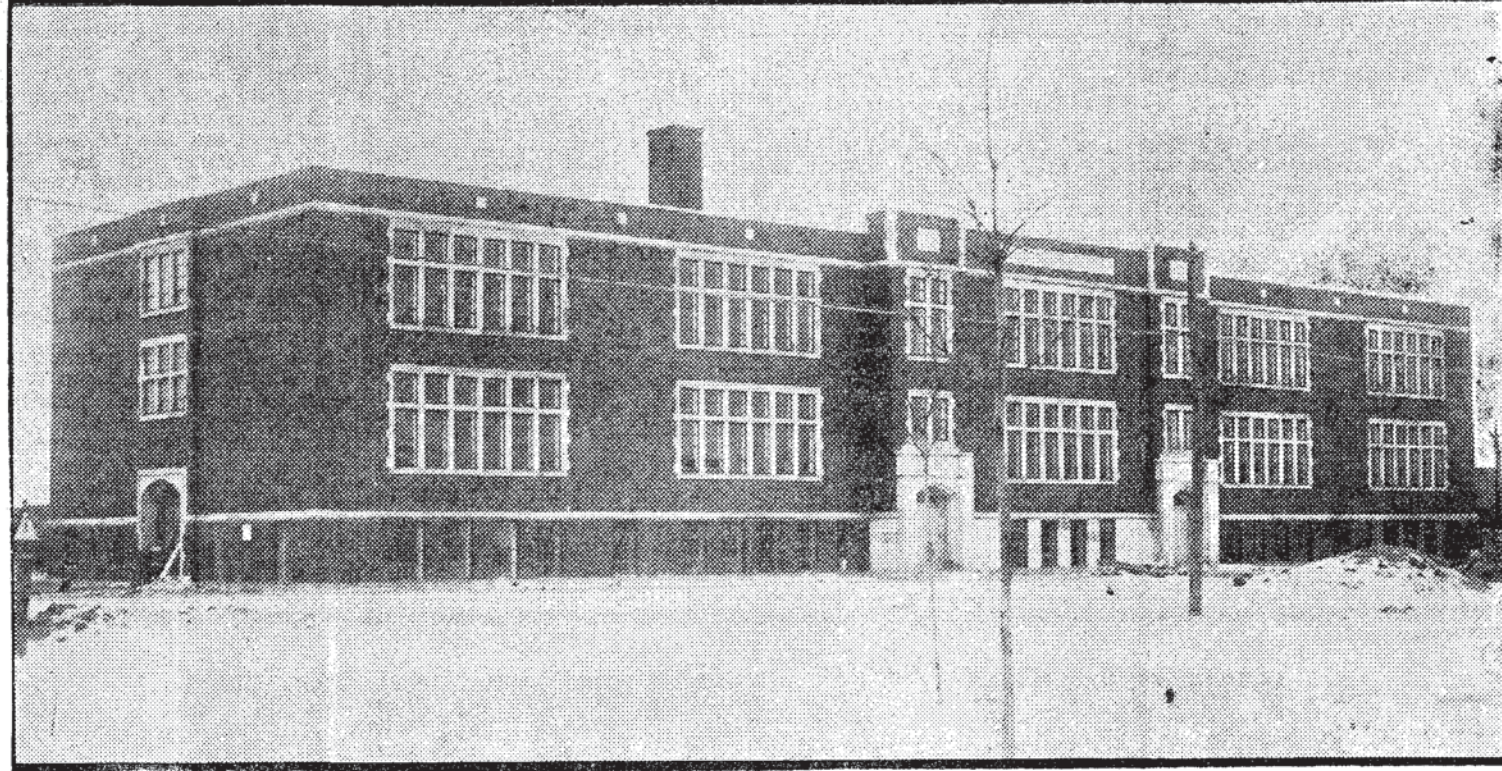
Collegiate Is Most Modern

The urgent need for greater high school accommodation and the demand for more varied vocational training resulted in the building of the large and well-equipped structure on Wellington street, now known as the Sarnia Collegiate Institute and Technical school.

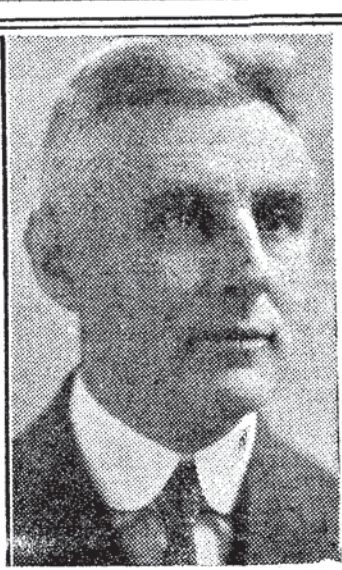
It was opened in September 1922, with Rev. J. R. Hali as chairman of the Board of Education, J. E. B. Phelps chairman of the advisory-vocational committee and the late W. T. Goodison, chairman of the special building committee. The late D. A. Campbell was principal and was assisted by a staff of twenty-four teachers.

Thoroughly Equipped
Provided with well-planned and equipped class rooms, laboratories and shops, an auditorium seating one thousand people, gymnasium for both boys and girls, a spacious campus, and the only swimming pool in this section of the country, the new school was, and continues to be, a source of justifiable pride to the citizens of Sarnia and the surrounding district. Any misgivings as to the size—and there were not a few Sarnians who thought the school much too pretentious—were soon dispelled as attendance figures steadily reached and exceeded the

Johnston Memorial---The Newest Public School



Chairman of Board



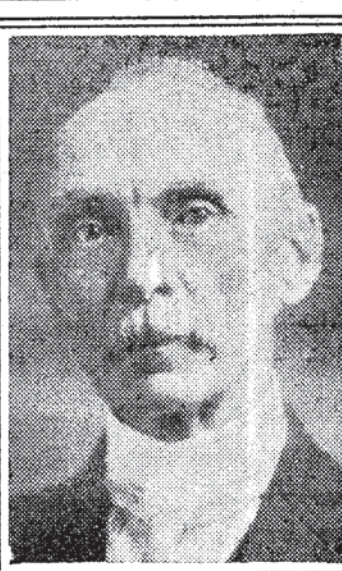
W. J. Batten is present chairman of the Board of Education.

The Principal



F. C. Asbury, principal of the Sarnia Collegiate Institute and Technical school.

A Former Teacher



The late D. M. Grant for many years teacher of classics in the old and the new colleges was beloved by his classes.

sed since Mr. LeSueur made this report the school population of the city has greatly increased. In the public schools there are now two thousand five hundred pupils with a staff of sixty-eight teachers. The collegiate institute has an enrolment of about thirteen hundred with forty teachers.

In 1913 the Devine Street school was destroyed by fire and was rebuilt as a ten-room school in 1914. The Lochiel street school with eleven classrooms, was opened in 1917. Two rooms were added to the Confederation street school in 1918. In 1922 a combined Collegiate Institute and Technical High school was opened on Wellington street, with an attendance of more than six hundred pupils and the old collegiate building on London Road was made over for public school purposes. In 1928 the Johnston Memorial school with accommodation for about seven hundred pupils was opened on Russell street and the two-roomed Russell street school was demolished. At the present time the Board of Education is seeking to find means of relieving the congestion in the Collegiate institute and at the same time provide increased and improved accommodations for the public schools.

Late David M. Grant Taught Many Sarnians

Sarnians will recall David M. Grant, for 40 years one of the best known secondary school teachers in Ontario, who held the position of classics master at the collegiate institute and technical school until his superannuation in 1926. Mr. Grant died on June 11, 1929, at the age of 69 years.

A man of strong opinions, frank and candid, with a kindly personality which endeared him to pupils and friends, Mr. Grant was a teacher in Sarnia from January 1, 1886 when the population was between five and six thousand. Keenly interested in education, Mr. Grant was a leading figure in Sarnia educational circles and he watched the steady growth of educational institutions in the city.

Graduate of Varsity

Mr. Grant was a honor graduate in classics from Toronto University. He was born in Wellington county and taught school in Oakwood and Petrolia before coming to Sarnia. In his early experience in Sarnia, Mr. Grant taught in the four-room high school which was on the site of the present General hospital, which, Mr. Grant once said, "possessed all the inconveniences a school should not have." In the latter part of his career Mr. Grant taught in the new collegiate institute and technical school.

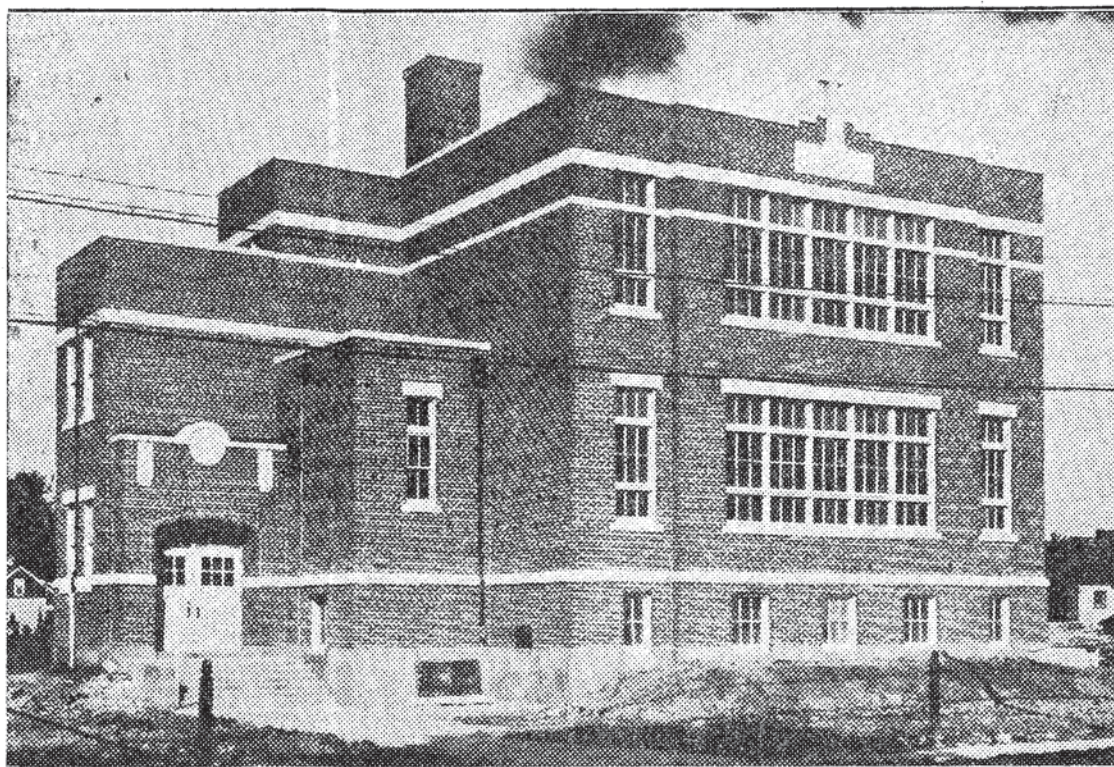
Have 2,500 Pupils Today

In the interval which has elapsed

Old High School---London Road



St. Patrick's Separate School



street school.

In 1904 the one-roomed school on Wellington street was torn down and a four-roomed school built in its place and two rooms opened in charge of Miss Nellie Campbell and Miss McNab, so that today (1910) the public school population is twelve hundred pupils, every room being occupied and the teaching staff number twenty-eight.

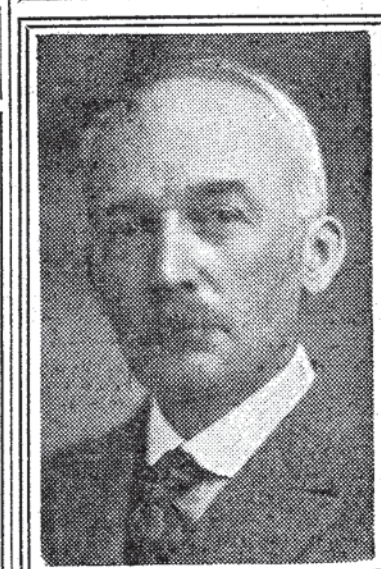
Model students were admitted in the year 1877 and taught in the Grammar school building and at-

wards in the Model school on George street.

The board found, in the year 1890, that the Grammar school could not accommodate the number of pupils passing up from the public school, so it decided to purchase a lot on London Road and build a collegiate institute. This was done. Recent changes in heating, with additional equipment, have made it thoroughly up-to-date. The collegiate institute and equipment has cost in the vicinity of forty thousand dollars. When the school was opened the

following were in charge: Mr. D. M. Grant, principal; Mr. Corbett, Mr. A. Campbell, Mr. Corkill and Miss Pottinger. The increase of pupils has gone steadily on so that today the staff consists of eight teachers: Mr. Crassweller, principal; Mr. D. M. Grant, Mr. W. A. Dent, Mr. Thomas Moffatt, Miss F. M. Wilkie, Miss C. M. Bridgman, Miss Oakley, Miss Easterbrook.

Veteran Inspector



Henry Conn has for many years been the inspector of public schools in this city.

thousand mark. As a matter of fact, last fall, the enrolment was thirteen hundred and the problem of accommodating this army of boys and girls has become acute.

Sarnia Collegiate Institute and Technical school represents a type of secondary institution particularly well adapted to a city of this size. It is a composite high school, offering academic, commercial and technical programs. Each course, however, guarantees to the conscientious student a good general educational training. The instruction given leads variously to matriculation or normal entrance, business or secretarial positions, the skilled trades, dietetics, nursing and the household arts. Thus the needs of practically every type of student can be met, while at the same time, the single building and unified administration reduce costs and increase efficiency.

Kept in First Class Shape

The continued care exercised by the Board of Education, the Superintendent of Schools, and an efficient caretaking staff has kept the school in first-class shape, so that after nearly fourteen years of use, it still presents an attractive appearance both within and without.

The reputation of the S. C. I. and T. S. in the athletic realm is known throughout the province. That its character as an educational institution is well thought of by those in a position to judge is evident from a recent comment of an inspector of the Provincial Department of Education who, in his report to the Deputy Minister of Education after a recent visit to the school remarks that "The Sarnia Collegiate stands in the forefront of Ontario Secondary Schools in all respects."

Progress Threatens to Oust Old World Charm

Finchingfield, Essex, Eng.—(C.P.)—Progress, in the form of the ministry of health, threatens to wipe out the old-world charm which villagers for hundreds of years have jealously preserved in this little town within a 50-mile run of London.

The plan calls for demolition of 100 of Finchingfield's cottages—deemed to be too old—and replace them with modern brick dwellings. But the town fathers are fighting the scheme and have brought the matter to the attention of the M.P.s.

"It means that nearly one-third of the village will be ruined from an artistic point and the vista from the Green which has been the admiration of thousands of people in the past will be spoiled," said J. G. Gerventon, chairman of the parish council.

SARNIA FIRE DEPT. GIVES FULLEST PROTECTION TO THE CITY

From The "Bucket Brigade" Of Early Days Modern Force Has Been Finally Developed Here

From the early days of the "bucket brigade" which furnished the only fire protection to the small community, to the period of the horse drawn equipment which was later replaced by modern, motorized apparatus—there has been the romance of fire-fighting. And what a gripping story could be told of the successes and failures of the pioneer volunteer firemen; of human strength pitted against the onslaught of fire; men handicapped by lack of equipment and hampered by lack of adequate water supply; men who withstood the cruel winter winds and snow because they loved the job of fire-fighting. Today, however, is gone the glory of the amateur fireman in this city and in its place we find fire-fighting firmly established on a scientific and business basis. No more do we see the faithful old horses which pranced and galloped at the siren's screech and the old bucket brigade is now a matter of memory. Instead large red trucks roar past carrying up-to-date equipment, manned by highly trained firemen each drilled in his particular duty. And yet people still thrill at the sight of firemen courageously at work.

Constant Development

In the hundred years of the city's history it is significant that the Sarnia fire department has progressed rapidly along many lines and today the department is regarded as one of the best in Western Ontario. This position has been obtained by constant growth and development, the introduction of new and improved apparatus and the desire of the officers and men to give Sarnia efficient and adequate fire protection.

From earliest historical records

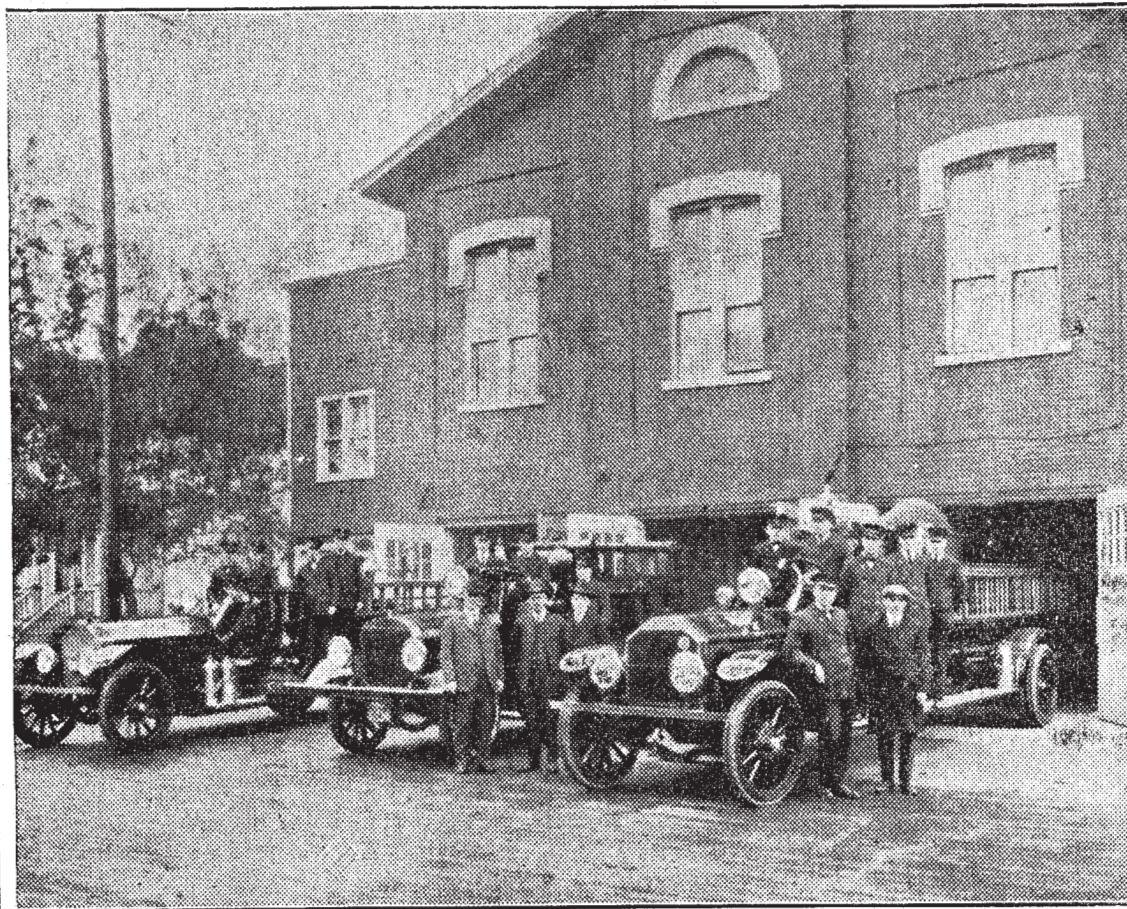
it is reported that the first fire brigade in Sarnia was started on September 16, 1840, when a public meeting was held to organize a "hook and ladder company." Not much is known of this early effort other than it was a "bucket brigade" and the activities of the volunteer firemen are obscure. However, from an authentic source, it is reported that on July 11, 1892, the volunteer hand-drawn apparatus gave way to horse-drawn vehicles and the four-footed animals furnished the motive power until 1920, when the first motor service truck was purchased. In 1922 the remainder of the horse equipment was abolished and the department was completely motorized.

Force of Twenty-Two Men

Today the department is manned by 22 men, but back in 1892 the city did not employ a single permanent fire fighter although there were 19 volunteer men available to respond at the first blast of the fire whistle. In July, 1912, the department was re-organized and four permanent firemen were appointed and the number of call men reduced to 12. On January 1, 1913, eight additional volunteers were dispensed with and the permanent staff was increased to eight. Again in February, 1922, further changes were made when the call system was abolished and the permanent force increased to 10. July of the same year saw two additional firemen added and the double platoon system established. Since then several more men had been engaged by the department.

When the permanent force was first established the firemen worked 24 hours a day but with the inauguration of the two-shift plan each man has a day off each week. The day shift works from eight a.m. to six p.m.

MODERN FIRE EQUIPMENT



The equipment of the Sarnia Fire department pictured here includes a 600 gallon pumper, a 1,000 gallon pumper, a ladder truck and an automobile for the chief, the latter being used in fighting fires at the beach resorts and in the adjacent rural areas. Each piece of equipment is provided with modern fire-fighting appliances which enable the firemen to extinguish an outbreak scientifically and efficiently. Although this picture was taken a few years ago there are still a number of present members of the department who can be seen in it, including the present chief, J. J. Anderson. The large trucks replaced the horse-driven vehicles some years ago.

Fire Hall Improved

Although the present fire hall is one of the oldest of civic buildings, it has been greatly improved. In 1922 the station was renovated and repaired. Sleeping quarters were provided for the chief and a dormitory arranged for the men on the second floor. There is also the chief's office and the recreation room. The fire hall lawn is one of the best kept in the city and the attractive flower beds are always the subject of much commendation. Each spring the flowers here are among the first to peek through the ground and during the summer flowers bloom continually.

Among other changes in fire equipment was the abolition of the fire alarm whistle in 1922 which was made necessary by the transfer of the waterworks pumping

station from George street to Point Edward. In 1918 the fire alarm system was installed and it has been enlarged since then. At strategic points in the city alarm boxes are conveniently placed and the department can be summoned with little difficulty. Although most homes are equipped with telephones, regulations require that an automatic alarm system be maintained.

Chief Anderson Rules

Chief John J. Anderson is the head of the department, and on August 9 he will have completed 20 years of service with the local force. Chief Anderson was appointed to his position in December, 1912, when B. J. Batty severed his connection with the department in November. Born in Grey County, Chief Anderson is the son of Mr. and Mrs. John Anderson.



This is chief John J. Anderson, who is regarded as one of the most efficient chiefs in western Ontario.

son of Owen Sound. When the chief entered the department as a "rookie" horses provided motive power and he was a driver. In the succeeding years he was promoted to various positions and in 1922

(Continued on Page 10)

The Young People Of Long Ago

There Was Always Fun Even If Modern Devices Missing

CHILDREN OF EARLY DAYS HAPPY

(By Charlotte J. Nisbet)

Fortunately for everybody there are always children and young people, the hope of the world, growing up to take over the burdens and responsibilities of their elders. It would be a sad, dreary world without their energy, gaiety, enthusiasm and fearlessness to stir us up and keep us going and add so much to our pleasure and happiness. They are so much the same in every generation that it is really funny to see how history repeats itself even when surroundings are quite different.

The Early Schools

In the early days of Sarnia there were not many people, but others soon came and before long schools had to be provided for the children. Of course the first school was not in the least like those we have now. It was just a room somewhere, on Lochiel street, I believe, but the first real school buildings were on Christina street, just opposite St. Andrew's church, two little cottages, one of red brick, with two windows and a door to the street, this was the common school. The other was a frame cottage about the same size and it also had two windows and a door, only this door was in the middle. The door of the common school was at the south corner. The frame building was the Grammar school and corresponded to the high and collegiate of modern times. There were some good teachers in those little schools and though the list of subjects was not as long as it is today those boys and girls were well taught and fitted to take their place in the business world, and a few were prepared to go to college. Among the first teachers were Miss Sophy McColl, Dominie Walker, Mr. Stewart, and William Evans. Dominie Walker lived somewhere up Christina street and every day we used to see him walk down to school, a quaint figure, slightly stooped, hair rather long, a wide brimmed hat, a sort of frock coat and a stick in his hand. Mr. Stewart lived across the street just south of the church and his wife kept a little shop in the front of the house—a most useful shop. We children were often sent there, it was so close, to get something

wanted in a hurry, and we always liked to go. I think I learned to make neat parcels by watching Mrs. Stewart do up a pound of brown paper was laid on the counter and a pile of biscuits taken out of a big wooden box, carefully weighed on the scales, then the biscuits were piled in a tidy shape, and the paper folded round them then one end tucked in, then the other and finally string tied securely round the finished parcel. Some days, too, we would have a penny to spend, and it was a serious matter to decide whether to choose a "Bull's Eye", a striped peppermint stick, licorice or some caraway comfits for our thin bread and butter at supper time. They were all so good.

No Ice Cream Cones

Ice cream cones were unheard of and besides, children did not usually have more than a penny to spend. Mr. Stewart had a very good magic lantern and sometimes my father would borrow it to show at one of our children's parties. It was to us what the movies are to the young people now except that we only had it at rare intervals.

Another of the teachers, Mr. Evans, was no relation of the Mr. Evans, the Indian missionary, he came from the east and was master of the Grammar school for a few years, he also had charge of the little church, St. John's-in-the-Wilderness, though I think he was not ordained till after he left Sarnia. His younger brother Lewis lived here for some time and attended the grammar school. He too became a clergyman and was I believe a dean in Montreal, at the time of his death.

James Filtoft, (afterwards sheriff) my brother and a cousin, James Vidal, were great friends and I used to see them going off after school to fish, shoot, or perhaps take a long tramp in the woods. Other days they would go boating or swimming, and in winter they, and all the young folks would skate on the bay. We all skated on the bay as there was no other place

(Continued on Page 10)

FIRE DEPARTMENT OF LONG AGO



TWELVE YEARS SHORT OF A CENTURY 88 YEARS OF Continuous SERVICE

To The Mayor and City Council:

It gives us pleasure at this time to extend our congratulations to you and for that matter to each citizen on the attainment of the one hundredth birthday of the City of Sarnia.

We were not here with the first forty-four settlers but our shop was first to give an efficient service in light and heavy hardware. The business was gradually worked up on the firm foundation of integrity, fair dealing and quality merchandise. A business which has served the people of this district so well that it has survived several major depressions.

Sarnia's Oldest Hardware, On The Go Since 1848

Mackenzie, Milne & Co. Ltd.

1926 Just One-Tenth as Old as Our City 1936

BUT . . . PIONEERS IN THE ART OF MODERN DRY CLEANING



A familiar scene taken on one of Sarnia's beautiful residential avenues.

Our Past

The late G. W. Barge and his son George, the present owner, started in the dry cleaning business in 1926. George Barge after the death of his father in 1928 took complete charge of the plant and since that time has successfully kept in step with the times. Barge's plant has made steady progress despite the fact that operations have been carried on throughout the depression years. Mr. Barge, by careful management and courteous service has gradually replaced the small hand equipment which was first used in the plant.

Our Present

You will now see on stepping into the Barge plant, the finest modern equipment such as power driven cleaning wheels, extractors, tumblers, automatic steam boiler and the latest type steam pressing machines. All garments are now insured while in their possession. The most recent addition to the business is the stream-lined delivery truck shown above.

These splendid facilities rate Barge's in class "A" of the cleaning plants in Ontario.

PHONE 2500

Sarnia

116 Christina Street N.

SARNIA FROM THE BEGINNING AN INLAND WATERWAYS PORT

Modern Passenger Ships And Freighters Have Replaced The Sailing Vessels Of Other Days

TODAY FAST FLEET CARRIES PASSENGERS AND FREIGHT TO HEAD OF LAKES--OIL TANKERS CARRY HUNDREDS OF THOUSANDS OF TONS--OTHER LINES OPERATE ON A BIG SCALE

Nature's gift to Sarnia has been one of the finest locations in Canada as a port of the great inland waterways system and, from the beginning, the fortunes of this community have been closely interwoven with those of the waterways. Tremendous, indeed have been the changes the century has wrought. Gone are the days of the stately sailing ship. Today modern freighters, powered by steam and oil, pass to and fro for the greater part of the year, in such numbers that it has been said more shipping passes by Sarnia on an average day than through the Suez canal.

Many of our citizens have watched the transformation in Great Lakes shipping in the last fifty years.

Strategical Location

Sarnia has always been marked with a large dot on the marine maps of the Great Lakes and in this connection is one of the most important ports for freighters. From the middle of the last century freight of all kinds has been handled in the port.

In the days when Sarnia was a village, steamboats were unknown on the St. Clair River and it was not until the eighties that they made their appearance. Before that the two, three and four-masted schooners had made Sarnia a harbor and here they waited for favorable winds to take them out into Lake Huron so that they might continue their way to the Head of the Lakes. At that time vessels navigated the river, but because of the strong current in the narrows at Point Edward, they often had to anchor in the calm waters to wait for a sufficiently strong wind to take them through the current into the open waters of the lake.

Scene Undergoes Change

However, this scene was changed with the introduction of steam powered tugs. These would tow three or four of the schooners through the river and out into the lake and there they would be un-lashed and left to the winds.

When the tugs first came into use the owners worked on the basis of first there first served and this proved satisfactory. The tugs would meet the downbound boats at the entrance to Lake Huron and tow them to Lake Erie and there would wait for upbound vessels. With the more general use of tugs came keener competition and soon the masters would go far out into Lake Huron to meet downbound schooners. Rivalry became so great that often the tugs would go as far north as the Straits of Mackinac to meet shipping.

The schooners which were used at this time were small, being from 150 to 500 and 600 tons capacity. They were manned by crews of from six to eight men. Two of these men were before the masts and the remainder at the helm and only allowed forward on special occasions. It was said that in comparing navigation of those days and of the present there were then iron men and wooden boats, while today there are iron boats and wooden men. But that, perhaps, is unfair.

Unloading Was Tedious

In the earlier days the unloading of vessels was a tedious task. Coal and ore were taken off in buckets by man power. It was a big day's work to unload 100 tons of ore or coal from a vessel. This

situation is far different from that of today when large self-unloaders move from 500 to 1,000 tons an hour. Grain in the days of the sailing vessels was unloaded in a similar manner to other loose cargoes. But today an elevator leg is dropped into the hull of a boat at the Sarnia elevator and 40,000 bushels is drawn up in an hour.

A sight which was not uncommon to the residents of Point Edward and Sarnia about 1890, was to see fifteen or twenty sailing schooners loaded with wheat, oats and corn from Chicago and the Canadian West, standing at anchor just out in Lake Huron, waiting for their turn to unload at the elevator at Point Edward, where the grain was reloaded for shipment by rail to Eastern Canada and for export. The vessels would be lashed together in groups of four or five and when one boat was unloaded a tug would go out to bring in another from the group.

The Old McGibbon Line

One of the earliest fleets to operate out of Sarnia was the McGibbon line which carried lumber from the northern woods to the McGibbon mill situated here. Another was the Beatty line of steamers which was established in 1872 and carried both freight and passengers. This line later became the Northern Navigation division of the Canada Steamship Lines, which still operates on a large scale out of Sarnia.

In 1853, just before the ice came down out of Lake Huron, there were between 300 and 400 sailing vessels from Lake Erie ports standing in the river between the narrows and the present Mueller plant. Four abreast they waited for a south wind to clear the lakes of the ice that barred their progress. A week of steady, southerly winds cleared the way and they moved up the lake only to have the wind shift and the whole fleet turned back and just beat the downbound ice. This was the largest flotilla that ever anchored off Sarnia at one time and residents witnessed a sight that has probably never been duplicated on inland waters.

A line of local boats, which plied along the river from between Sarnia and Wallaceburg and Chatham, was that composed of the J. C. Clark and the Hiawatha. Another steamer, which operated from the W. J. Keyes dock, plied the same route. These vessels after many years' operation eventually passed along with the building of the Pere Marquette Railway.

A Bad Wreck

One of the worst wrecks which occurred on the St. Clair River near Sarnia was the sinking of the City of Genoa opposite George street. This boat, which was a wooden steamer, sank in the middle of the river about the year 1900 when she was loaded with 125,000 bushels of corn. The vessel was lifted and the corn salvaged. It was spread along the banks of the river and dried out and then loaded again and was taken to its destination with very little loss.

The storm which took the heaviest toll of life and property was that which occurred in November, 1913. In this storm more than 250 vessels were damaged on Lake Huron and Lake Superior. It was during this storm that the William H. Price, making her maiden voyage, overturned in Lake Huron, about ten miles out from Point Edward and her 26 men were lost. The boat is still lying on the bottom in about 70 feet of water and is directly in the steamer lane. However, there is sufficient water over it to allow passage in safety. Many other vessels were driven ashore along the shores of Lambton and Huron counties.

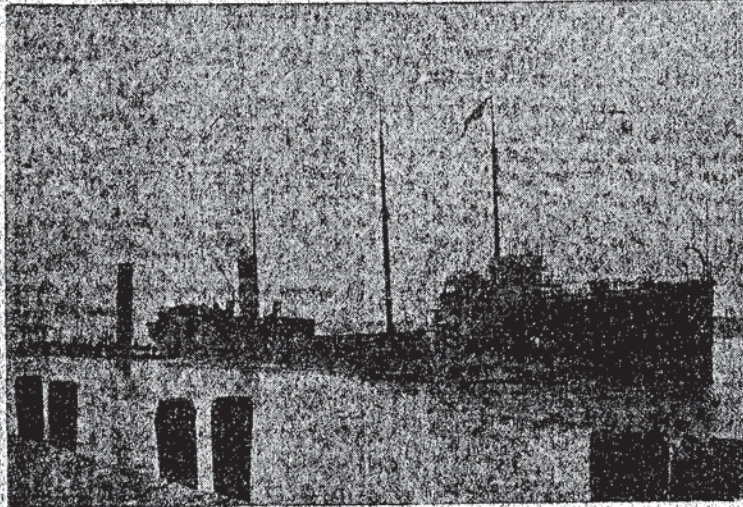
Present Activity

Marine activity of the past few years has been confined to the Canada Steamship Lines, the Imperial Oil fleet and the Tree Line Navigation Company insofar as the Port of Sarnia is concerned. The Imperial Oil fleet, which is composed of a large number of tankers, makes regular calls at the company's dock here each week throughout the summer and takes oil products to all parts of the Great Lakes system.

The Tree Line Navigation Company, which operates a line of nine steamers, with headquarters at Montreal, has used the Port of Sarnia since 1926. On the average, three boats call here each week, and unload and pick up freight.

The Sarnia elevator and the various coal docks in the city bring in a large number of the larger grain and coal carriers. Some of these vessels carry as much as 12,000 tons of freight and with the use of modern machinery can be unloaded in a day. Their speed has been increased to such an extent with the steam and

City Of Genoa Sinking In 1900



This is an actual photograph of the sinking of the freighter City of Genoa in the St. Clair River, opposite the Northern Navigation Company's wharf on August 26, 1906.

Diesel engines now in use that they are able to make the trip from the Head of the Lakes to Sarnia in two and a half or three days.

Northern Navigation Fleet

The Northern Navigation fleet has grown from comparatively modest beginnings more than 80 years ago. It was in 1872 that the Beatty line of steamers was established for passenger and

freight service by James H. Henry and John D. Beatty, of Thorold. The company at its inception had a side wheeler, the Manitoba and the steamer Acadia. These vessels plied between Sarnia and Port Arthur. Business grew and in 1873 the City of Montreal was added to the fleet. The next year two larger steamers, the Ontario and Quebec were taken into the service. This fleet continued until 1876,

when a merger was effected with the Windsor line, the companies operating under the name of the North Western Transportation Company and at this time the Asia and Sovereign were added. In 1882 the United Empire was added and three years later the company obtained the Monarch.

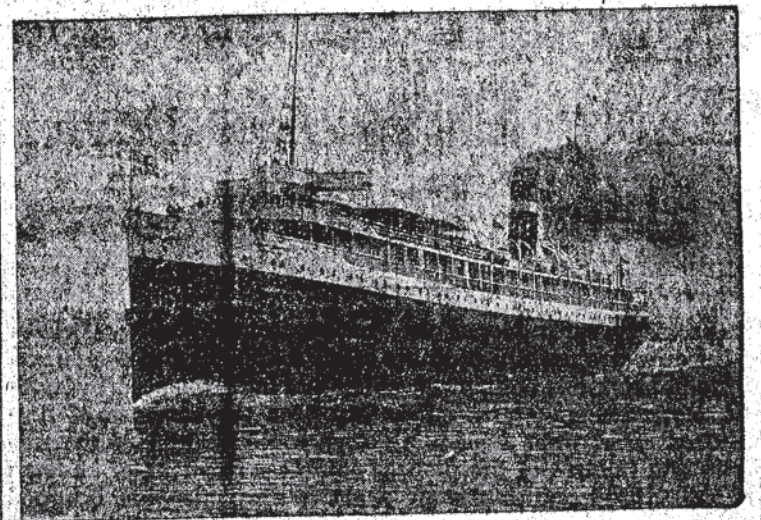
In 1901 the Beatty line disappeared when it was absorbed by the Northern Navigation Company which was operating steamers in Georgian Bay. Charles Long was the first manager of the company here and he was followed by William Askin, who in turn was followed by Peter Paton. H. H. Gildersleeve was the next operating manager of the local company and he was followed in 1939 by Captain W. F. Howell, who still holds the position.

Huronic in Commission

It was in 1909 that the Huronic, the first of the present fleet, came into commission after being built at Collingwood. In 1909 the Hamonic, the trimmest vessel on the lakes, was commissioned and in 1913 the Noronic, the flagship of the fleet and the largest Canadian passenger vessel on the Great Lakes. Throughout the summer this fleet makes passenger and package freight connections between Sarnia, Windsor and Port Arthur and Duluth three times a week.

Sarnia Bay, since the beginning of the century, has been a hive of industry but during the past ten years has been used to little or no extent. In 1900 the Sarnia Cleveland Saw Mill was erected on

The Smartest On The Lakes



The S. S. Hamonic, one of the three large passenger vessels of the Northern division of the Canada Steamship Lines, though not as large as the Noronic is regarded as one of the smartest and speediest vessels on the lakes.

Front street north and each year tugs of the Reid Wrecking and Towing Company brought in between 45 and 50 million feet of lumber to this mill a year. A few years later the Hall mill was built, but this was purchased by the Cleveland mill in 1907. These sawmills ceased operation in 1928. The log rafts were towed down

the lake from Georgian Bay districts.

The Sin Mac Lines has a lighter and two tugs stationed at Sarnia and these do wrecking and salvaging work in all parts of the Great Lakes. The lighter is the Maple court and the tugs are the Champlain and the Guardian. These boats work out of Sarnia.

GIVE US YOUR HOUSE . . .



we'll make
it a
HOME

Do You Have a House . . . a new house, an old house, a remodeled house? Give it to us. We'll turn it into a home. We'll make it the home you've read about, dreamed about . . . a home you can be proud of, take to your heart . . . a home your children will love and always remember.

Analyze your living room . . . is it FRIENDLY? . . .

does it really invite LIVING? Picture it, then, radiant with new lamps; imagine, it with a new hearth group—satisfying woods, white leather perhaps all richly soft and mellow.

Bring your home furnishing problems to us . . . you'll find our service friendly, our prices reasonable and our budget plan most convenient.

Our Wish

On this day of Sarnia's 100th Birthday is that each and every resident of this city may experience much joy and peace during the years to come.

Clayton Thomson
CLOTHING
SOCIETY BRAND CLOTHES

Gratifying the wishes of men who realize the importance of neat attire and adhering to a price policy that allows men to be well dressed are features associated with the services of Clayton Thomson Clothing.

On this momentous occasion we express sincere wishes to Sarnia and her citizens for continued good and prosperity to all.

TAYLOR'S
FURNITURE STORES

SARNIA

PETROLIA

AT LEAST ONE OLD HOUSE DATED 1842 IN EXISTENCE TODAY

Now Known As The "Nancy Burrowes"

WAS BUILT BY CAPTAIN VIDAL IN 1842 ON HIS OWN LAND

Old Salter House About To Go

(By Mrs. Charlotte J. Nisbet)

There are still some old houses left in Sarnia, old, that is, for a new country, and a part of that country which only began to be occupied and settled by English speaking people a century ago.

I do not know of any building now in existence which was actually put up in 1842—or 4, for those were nearly all built of logs and replaced later by frame. Many of the first frame houses were very small and, as soon as they were able, the owners built larger or better ones, and either used the old for a kitchen, or had it moved away, so they are not easy to trace. Still, there are some that go back to the 40s and 50s and each has a little story of its own. Dates are not always easy to prove and, after all, it is the people who have lived in certain places who make the human interest.

One of the Earliest

One house I know was built by Capt. Vidal in 1842, on his land which was then all fields and woods up to his own house. This is now occupied by the "Nancy Burrowes." The first tenant was the Rev. William MacAlister, the first settled minister in Sarnia, for the missionary to the Indians lived on the reserve, and was supported by mission funds.

Mr. MacAlister came in 1842, recently out from Scotland and was inducted as minister of St. Andrew's church, Sarnia, his parish including four or five townships. He brought a wife, and a son and daughter. He was a very learned and earnest man, a little of a Highland mystic, and a little absent-minded. He was much respected and liked, and did great pioneer work through the country.

As is the case with absent-minded people, he often did funny things. Once my father told me he was quite warm in the pulpit and pulled out of his pocket, to wipe his forehead, not a handkerchief, but a duster he had picked up. His poor wife was horrified to see him wave the thing about perfectly unconscious of his mistake. They lived in that house till 1847, when they moved up to the now vanished "Spring Bank" where Mr. Young and afterwards Mr. Charles Mackenzie lived.

Became Bank Manager

At this time Mr. Alexander Vidal married and brought his bride home to the house where they lived till 1858, and the four eldest children were born there. Mr. Vidal was away all summer long on surveys in the north but spent the winter months at home, till in 1852 he became manager of the Bank of Upper Canada, when it opened a branch here. The north room was built on and used as the office till the red brick annex was finished. There the business flourished till the large bank and dwelling were ready for occupation in 1858, when bank and family moved into what is now the County building.

After the crash of the Bank of Upper Canada, the Bank of Montreal opened a branch here and bought the building. Later when the bank moved down into the business section, the Hon. T. B. Pardee bought it and it was the family residence till sold to the county.

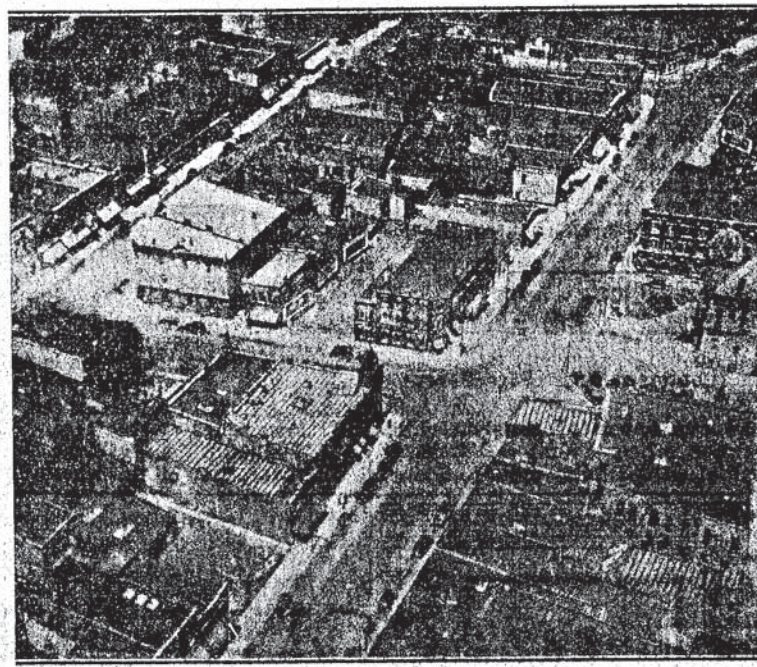
To go back to the old house, the next occupants were the Walkers, an English family who lived here for some years. Mr. Walker was an engineer who was in charge of construction work on the Sarnia branch of the Great Western Railroad; his work was chiefly bridges and wharfs.

The family consisted of his wife, and three daughters who had a private school in the two rooms of the brick annex. The youngest, Annie wrote and published a book of poems, "Leaves From the Back Woods," while living in the old house, one of which "Work for the Night Is Coming," is known and sung everywhere. She is better known by her married name, Mrs. Coghlin. The two eldest sisters died here about five or six years later and the rest went back to England.

Many Citizens Born in it
After that, many different families lived in the house, at least twelve citizens were born there, some marriages took place in it, and six or seven deaths.

The brick part was rented separately and served as bank, county treasurer's office, doctor's office three times, private school three times, and once it was the town post office for a short time, after a big fire in 1867 when most of two blocks was destroyed; the post office had been just about

TWO SCENES OF SARNIA, ONE OLD AND ONE NEW



At the left an aerial view of Sarnia, showing business section of Christina street—At the right, shipping in the harbor in the days of the sailing ship.

where the Windsor hotel now stands.

Another house whose history should be noted is the Salter house, which is the lawn-bowling clubhouse. Part of it was removed several years ago, and now it is all to be destroyed. It stands on the exact site of Capt. Vidal's big log-house built in 1833, and after his death, in 1854 this red brick house was built for the Rev. George Salter and his wife, who was Capt. Vidal's elder daughter. Mr. Salter was the first rector of St. George's church, which had been built by Capt. Vidal in 1848. The Salters had been living in Moore. His parish was a very comprehensive one being "Port Sarnia, Moore, and parts adjacent" which included the townships of Bosanquet, Enniskillen, Plympton, Sombra, Moore and Sarnia. At that time Port Sarnia was a mere hamlet, with a population of three hundred of whom sixteen were members of the Church of England. When Mr. Williams was appointed to Moore, Mr. Salter moved up to Sarnia.

He was an Oxford graduate, a tall, fine-looking man, much liked and respected. He was a beautiful reader and made the bible and church service most impressive by his reverent manner, for he "read distinctly and gave the sense, and caused them to understand the reading." In 1869 Mr. Salter moved away from the water on his doctor's advice, so the family moved to Mount Pleasant and soon after to Brantford where he was rector of St. Jude's church. There he died in 1889, and Mrs. Salter a month later. Both of them were laid in Lakeview cemetery.

After the Salters left Mr. Stovin

and family rented the house and lived there for a few years. Mr. Stovin was manager of one of the first oil companies here and his daughters were bright, clever women.

Then Came Others

Then the Rev. Mr. Wilson and family were there for a short time. Then Mr. Joshua Adams bought it and lived there for some years, and during that time Mrs. Adams' brother, Mr. George Carman (half brother of Bliss Carman the Canadian poet) died, leaving two sons. These boys lived with their aunt till they left the town. George, the elder, going to Detroit and Dean to Toronto, where several years ago he wrote a poem about the old house, for which he seemed to have a warm affection. He has since died.

After the Adams left the house, Mr. Trethewey, and family, took it and made it their home till they left town. After that, Mr. Malcolm Mackenzie lived there when he was first married till his own house on Vidal street was built. Then the Bowling club took it over.

Another old friend is the house on North Brock street where Miss Gale Gilroy lives. Long ago this house was built on the London Road just where Mr. Buchanan's house now stands. As far back as 1860 the Count Von Brockdorf, his wife and daughter were living there and later two boys were born, Wilhelm and Max. The count was a typical German of that period, not a large man and very quiet in manner, a great reader and smoker.

He was a political exile and his relations in Germany were in the court circle. The countess was an English lady of good family, a Miss Stanforth, who was very much thought of and had many friends here and was always very pleasant

daughter, Hildegard, was afterwards a deaconess in New York City. The house was bought for St. George's rectory and the Rev. Mr. Ellsby, Mr. Wilson and Canon Davis occupied it in turn, till a new rectory was built and it was moved round the corner to Brock street.

Another quite old house is on Christina street where Mr. Saunders now lives. It was built for Capt. Vidal's younger daughter, Emma, who married Mr. Samuel Farrell in 1854. After they moved to Toronto, Judge Robinson lived there with his family the rest of his life.

The Randall Kenny Home
The house behind that on Vidal street where Mr. and Mrs. Randall Kenny lived so many years, was built before 1860, for at that time the Mintys lived there whom we knew very well. Later Mr. and Mrs. James Baby lived there for a few years till the former's sudden death in 1867.

Another old house is on Cromwell street just behind the National Grocers. In it lived long ago Mr. and Mrs. Steed and their family, and it was a cosy home with a pretty garden, very different from its present appearance. They had good neighbors, too, for next

door was the Hon. Alexander MacKenzie and family, and round the corner on Christina street was Hon. Malcolm Cameron's house, part of which still stands as the south wing of the Colonial hotel. That house was a most comfortable home and had a beautiful garden at the north. After the Camerons left town it was bought by Mr. William B. Clark who with his family occupied it for many years.

Two other houses on Christina street were built about the same time as the present county building. The brick house on the west side was built by Mr. Flintoft, the first Sheriff of Lambton, and is now the residence of two of his grandchildren. The white frame house across the street was built and occupied by Mr. Glas, the first Registrar of Lambton, his wife and niece. The cottage behind the Flintofts was built by Mr. Froome Talford when he was appointed Indian agent and moved from Froomfield to Sarnia. It was a pretty place then, standing nearer the river with the green hill sloping down to the water and a garden to the east. The entrance was from Christina street by a wide lane. When Front street was opened up in 1875 the house was moved back, the hill dug away and the stone wall built.

KENWOOD



ERD-MARSHALL CO.

Designers, producers and sole distributors of ERDIE-KENWOOD Coat Sets for Children and KENWOOD TURF COATS for Girls and Misses.

We are happy on this memorable occasion to pay tribute to the pioneers of Sarnia. Those courageous men and women of perseverance and foresight who laid the foundation and civic policies of this fair city. We congratulate the City of Sarnia—our own employees and citizens—on this Centennial Anniversary. We are pleased to be able to make a contribution to the industrial growth of the city and share in the pride of all citizens in the many admirable and attractive features of our civic and community life.



The Story

Four years ago, in a little shop on Victoria Street, we began making our first kiddies' coat sets. Dainty little hand-worked creations inspired by Edith Erd Marshall's designing genius and her deep understanding of a mother's needs and problems in clothing her child.

Today, Mrs. Marshall is a recognized authority on fashions art throughout the Dominion of Canada and the United States. With large businesses established on both sides of the border, hundreds of thousands of these lovely coat fashions have been sold to all North America through exclusive shops and large department stores.

This organization is proud to have been an influence in style trends and the originators of an idea so strongly needed and so much in demand by mothers everywhere... a high-styled coat fashion that can be washed.

Front Street

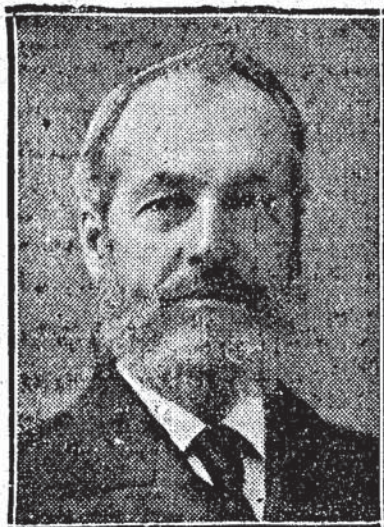
Sarnia



A Tribute To One Of The Pioneers Of SARNIA

The Late William Storey

At Your SERVICE For Seventy-Two Years 1864-1936



We Extend Hearty Congratulations To the citizens on this Centennial Celebration. We shall be delighted to meet them and renew old acquaintances.

On this, Sarnia's Centennial Anniversary, it seems fitting that we should tender a tribute to the founder of this organization—one who many years ago was a dominant figure in the business life of this community.

With faith and foresight, the late William Storey, some seventy-two years ago, founded this tobacco wholesale and retail business. The spirit of service and reliability has ever ruled this firm and any success that it has achieved has been the result of this ideal.

Like all other firms of the early days, it has passed through the ups and downs of the years, but it has always looked to the future with cheerful confidence and endeavored to maintain a business worthy of the community.

The nature of our business has given us a friendly and intimate touch with the people of this city and surrounding country, and this pleasant relationship has been one of the real satisfactions of our business life.

G. W. Storey Ltd.

Wholesale and Retail Tobacconist

PHONE 234 - 435

FRONT ST.

SARNIA HAS DEVELOPED A MOST MODERN HOSPITAL IN 40 YEARS

The Sarnia General Hospital And Its New Annex



Institution Kept Pace With The City

Established In 1895 And Has Made Consistent Progress

HAS MOST MODERN EQUIPMENT

In its 40 years of administering to the physical needs of the people of Sarnia, during which time it increased its bed capacity and introduced modern hospitalization methods, the growth and development of the Sarnia General Hospital has been co-related with the progress of modern times and would amaze the pioneers who erected the original building.

Established in 1895
Conceived in the minds of public-spirited citizens who believed in the value of a hospital, the first action toward the establishment of a small hospital in Sarnia was taken in July 1890, when a provisional committee was organized and a subscription list opened. It was not until the winter of 1894 that the urgent need of a medical institution was impressed upon the citizens and with a generous response plans were completed and on August 14, 1895 the cornerstone was laid. The ceremony was under Masonic auspices and was witnessed by many citizens. In the following year the building was completed and on October 3 it was formally opened by the Hon. George A. Kirkpatrick, then Lieutenant-Governor of Ontario.

It was twice enlarged—once in 1900 when the north wing was added and again in 1909 when a new addition was made and the capacity was increased to 123 beds. In 1920, by special act of the Ontario legislature the hospital commission was incorporated and the first commissioners were the late William Nisbet, the late W. H. Penny and Miss Margaret Mackenzie, who is the present chairman.

In 1921 the nurses' home on George street was built at an approximate cost of \$48,000.

Administrative System
Early last year the commission inaugurated the managerial system of administration and appointment of E. M. Naylor general manager. Several departments were rearranged in the hope of placing the institution on a self-supporting basis with better control of purchases through a budget system.

Today with all its latest scientific and medical equipment the Sarnia General Hospital stands as a fitting memorial to the early pioneers who visioned the growth of the community and who realized the necessity of creating an institution to adequately minister to the citizens' needs. With each succeeding year the hospital adds to its facilities and it is confidently expected that in a short time the institution will be recognized as a highly standardized hospital.

Although the suggestion for a hospital in Sarnia was advanced in 1890 it was not until four years later that definite steps were taken to raise funds for this purpose. A ladies' Hospital Aid society was organized which helped considerably in raising the fund. The first hospital trustees were elected at a meeting presided over by the mayor, the late William J. Proctor, and they included Charles Mackenzie, Judge John A. Mackenzie, W. J. Proctor, Thomas Kenney, Dr. A. S. Fraser, Dr. Thomas G. Johnston, Dr. Charles L. Vall, Manfred B. Proctor, Thomas Doherty, Elgin Wood and Dr. A. McLean. The first staff was composed of Miss McCallum, superintendent, Miss Dyke, head nurse, Miss Edith Nisbet and Miss Doran, nurses-in-training and John Christie, caretaker.

The Present Commission
Directing the policies of the hospital at the present time is the commission headed by Miss Mackenzie. Other members of the board are Mrs. Robert Stitt, Mayor W. F. Crompton, Dr. Robert MacKinlay and C. E. Carson. Miss Belknap is the superintendent in charge of the nurses' training school with Miss Doris Shaw as assistant.

Clinics are an important phase of the activities of the Sarnia General Hospital and provide a medium whereby the public may discuss diseases with specialists. Several of these clinics are held periodically during the year and hundreds of people are given medical advice.

Hospital Chairman



Miss Margaret Mackenzie is the chairman of the Sarnia General hospital commission.

which is held once a month under the direction of the Queen Alexandra Sanatorium of London. This clinic examines the chest of all applicants, for the presence of tuberculosis, dread "white death" of the early years and scourge of modern industrial life. The aim of the clinic is to detect the disease in the early stages and to get the patient to the hospital or sanatorium while there is still time for fresh air and good food to do their healing work.

A dental clinic at which dentists of the city examine the teeth of the unemployed and their children is another of the branches of the out-patient work.

Well Baby Clinic
A well baby clinic, in which mothers may have their babies weighed and examined and their progress noted by the Board of Health of Sarnia, is held once a week on Thursdays at 2 o'clock and is well attended every week. Once a year a Rotary crippled children's clinic is held, to which all crippled children of the county and district are brought for examination.

The scope of the activity of the hospital can be gauged from the 1934 report of the general manager. During that year there were 901 surgical operations of which 544 were ear, eye, nose and throat operations, 332 were major and 225 were minor operations. It is also recorded that 1,851 patients were treated in the 12 months. There were 1,519 patients admitted and the total number of patient days was 19,337 which made an average stay of 10.7 days. The average number of patients in the institution per day was 54. In connection with the clinics there were 130 patients examined at the mental clinics, 210 at the chest clinics and 1,275 at the well baby conferences.

Women's Hospital Aid
One organization which has assisted materially in the success of the hospital is the Women's Hospital Aid. It has been in existence for some years and its work in furnishing equipment and supplies is best known to the commission and patients. The aid was formed just after the first of the three parts of the present hospital was built and it has been functioning ever since. Each year it raises money with which to purchase some new medical equipment and only a few months ago purchased a new operating room flood light. Mrs. E. L. Kennedy, Wellington street is the president of this energetic organization.

A feature of the Sarnia General hospital is the children's ward which was made possible through the kindness of Mr. W. J. Hanna. The children's section came into being several years ago as a result of Mrs. Hanna's gift and it is regarded as one of the finest children's wards in any hospital of similar size. The wall decorations are attractively designed to please the children and everything is done within reason to

make the children's confinement as pleasing as possible. At the present time there are 14 beds in this ward.

The Young People

(Continued From Page Seven)

for one thing and when the great sheet of ice had frozen smoothly and there was not too much snow there could be no better place. People who have only had covered rinks do not know the joy of skating. Sometimes the bay was just covered with people skimming about, a few experts doing all sorts of figures to the admiration of the others. When the snow was too deep, often an enterprising man would erect a rough shanty and clear a large space and charge a small fee. It was comfortable to have a place to put on and take off skates, for it took a little longer then.

The skates were made of wood with a strong blade firmly fastened underneath, and a strong screw fixed in the wood. This was screwed into the heel of the boot every time they were used and when the skate was over they had to be unscrewed. There was a long strap that went around the foot, and through the wood. These screw holes were very apt to get tiny stones in them although we always kept them stuffed with paper, so a folding gimlet was part of our winter outfit.

Stickler for Punctuality
In connection with those first schools, I have a copy of a letter from one of the school trustees to headquarters, telling of one of the teachers, (no name given in this letter) who was a great stickler for punctuality, and when the clock said nine, he locked the door, and no pupil was admitted after that. The parents had complained, but the teacher was obdurate, and the trustees wanted to know what to do? It would be interesting to know what the end was, but I cannot find anything more.

There were of course in those days no movies, no radio, no motor cars, no trains till '58, no electric lights, no street-cars. What then, it may be asked, did the young people do to amuse themselves? The younger ones still at school had some lessons to do, and the boys of most families had a few duties at home, for kindling had to be split, and wood carried into the house, even if it were summer time, for there was nothing else to cook with, and generally there were some messages to go, for there was no telephone, and no mail delivery, but still there was always time for play or fun of some kind.

For the children there were the usual games, marbles, skipping, and ball games, for the older ones hockey, shinny, cricket, shooting, boating, skating, sleighing, and coasting, then we had parties, rather informal affairs as a rule and very pleasant, with dancing, lots of music, charades, and quiet games for other evenings; and now and then a concert, sometimes of local talent, other times a man or a party of travelling entertainers.

Some of these were very popular such as Mr. Kennedy, who was here at least twice and sang Scottish songs in a way that appealed even to those who had no claim

on Auld Scotia, I think those who heard him sing "The Land o' the Leal" could never forget it. It just touched one's heart, then the very next number was "Scots Wha Hae wi' Wallace Bled" sung to the very same air, but one could hardly believe it, for he made the thing a real battle cry, and thrilled everybody.

Tableaux Vivants
Once some ladies in town prepared some Tableaux Vivants, which were a wonderful success, and really first-class. This and all entertainments we held in the court-house, for there was no other hall except the old town hall which is now our firehall, and it was not very popular. There were also lectures occasionally, and some years a real circus would come to town, with its parade of children hanging on or climbing in, and even if they had to walk back a mile or so, they had had their fun. There was always an element of danger about bob-sleighs and it was, in one family I knew, a forbidden sport, but one day my friend met a lady who said that she had seen her little boy catching a bob. When the culprit came home his mother said: "What did you think when you got onto that bob-sleigh?" The little chap pondered a moment, then answered: "I thought I'd get the dickens when I got home." But he seemed to think it was worth the penalty.

The woods were always attractive. Boys used to ramble far, and come home if not with spoils, yet with increased knowledge of rabbits, squirrels, birds, muskrats, frogs, and if they felt so inclined they could get lots of strawberries, raspberries and other wild fruits.

Almost A Tragedy
Naturally there were many things done without the consent or knowledge of the parents, and just here comes to my mind an incident which might easily have been a tragedy. When St. Andrew's church was built and the workmen were busy with the spire, two little girls games for other evenings; and now and then a concert, sometimes of local talent, other times a man or a party of travelling entertainers.

Some of these were very popular such as Mr. Kennedy, who was here at least twice and sang Scottish songs in a way that appealed even to those who had no claim

does not sound so much for a man, but those who knew him gasped when they heard it, for years before both his feet had been terribly frozen, and had to be partially replaced with cork, so it was a risky thing to do. Just as the little girls got almost to the ground, they heard some of the men returning, so they came down the last part by a rope. One of them my own sister who was always a bit of a tom-boy, managed it quite well, but her friend was not used to rope climbing, and had sore hands after it.

From The Bucket

(Continued From Page Seven)

he was appointed assistant chief. Other officers are: — assistant chief, Alex Hinks; captain, George

Beson; lieutenants, Ernest Palmer and Robert Armstrong.

The late Joseph Breakey was appointed chief on September 1, 1912, the year the department was re-organized, and he continued in office until his death in December, 1918. On January 1, 1919, Burton J. Batty became head of the department but he left the brigade in November, 1932. The name of the late John W. Smith, a former councillor, is also associated with the Sarnia department because he was one of the first chiefs and was instrumental in improving the force.

Administration of the department is by the fire protection committee of the city council of which the present chairman is Ald. George S.H.K. The committee is responsible to the council for the efficient workings of the force.

Maintain Rescue Crew
Unlike inland cities, where the

firemen confine their efforts to fire-fighting, the Sarnia force maintains a rescue crew and boat which adds protection along the city's waterfront and at the beach resorts. At all times, too, the men stand by for calls to rural areas, although authority to take equipment out of the city rests with the committee chairman or the mayor. During the summer months the men receive many calls to the waterfront, where individuals are in danger of drowning and on more than a few occasions the timely arrival of the pulmotor has been the means of saving life. The men people from overturned boats in the St. Clair River and there is not a year passes but that the department removes bodies from the water.

An excellent example of the "big brother" spirit of the firemen was the assistance given in July,

1933, when the freight sheds at Point Edward were blown down by a cyclone. When first intimation of the accident reached the department a truck and crew were sent to the village and the men gave yeoman service in extricating injured workers from the debris. It was only a few days after this accident that a frantic call for help came from the Sarnia Indian reserve. A frame house was on fire. Loading chemical tanks into the chief's car, two firemen sped to the scene but, in spite of their efforts, they were unable to save the lives of five children.

During the centennial celebration Chief Anderson and the boys will welcome many old-timers. Those who resided here years ago will notice many improvements at the fire station — improvements which have given the department the reputation of being one of the finest in the province.

1887 Forty-Nine Years 1936

of Experience---Integrity---Reliability

At Your

SERVICE



OUR PLACE OF BUSINESS IN 1887

E. P. BATTLEY JEWELER



OUR PLACE OF BUSINESS TODAY

Congratulations
To The City of Sarnia
on This
Historical Occasion

SERVING
The Pioneers and Newcomers
E. P. BATTLEY
The Oldest Merchant On Front St.

Sarnia has been good to us . . . trying always to be alert and progressive and in tune with the times, your steadily increasing patronage during the past forty-nine years has enabled us to grow Today, we are proud to say that we have the largest jewelry store and stock in the city and an optical department that cannot be surpassed for modern, efficient equipment.

Phone
236

E. P. BATTLEY

154
Front St.

CONGRATULATIONS To The City Of Sarnia On Its 100th ANNIVERSARY

Ingersoll's the oldest drug store in this district was established during the year of 1832 in the village of Point Edward.

Seventeen years later it was moved to the present location on Front street—and since then has served you always with the finest quality drugs.

The past few years have seen vast strides in scientific research and merchandising methods that have enabled us to supply your drug and sundry needs more promptly and efficiently. Our many years of experience are at your service.

SARNIA'S OLDEST ESTABLISHED DRUG STORE

INGERSOLL'S

FRONT STREET

CITY'S WATER SUPPLY DRAWN FROM LAKE HURON IS PUREST

Only One City In World Has a Greater Per Capita Consumption; Many Difficulties Were Overcome

(By Alderman John T. Barnes, Chairman 1935-1936)

History oftentimes repeats itself in communities that grow from a mere settlement to a city of importance and Sarnia was no exception. Compare Sarnia of today and yesterday. Say 100 years or more ago when this fair city of ours then commonly called "The Rapids" fairly bristled with enthusiasm and optimism. The founders knew full well that they had started a settlement that would do itself proud in years to come. Hardships and inconveniences were quickly surmounted for the spirit of endurance had been instilled in them, for they were a hardy race.

Visualize, then, you will those stalwart settlers wending their way down to the banks of the River St. Clair to acquire their daily supply of water. These sturdy pioneers who did not enjoy the modern conveniences of today bent gladly to their task and thanked God for their good fortune in being able to obtain such clear, cool water. The small users carried their supply home in wooden buckets and small containers, while others filled oaken barrels and tubs and conveyed their supply home on wagons, juncos or stone boats drawn by oxen or horses. As late as 1856 and 1857 one could daily observe Mr. Jas. Belchamber, owner of the Belchamber hotel, passing along Front street (or, as some called it, Troutgate street) with his cargo of water transported by horse and wagon. Saturday was always a particularly busy day for all residences because they had to prepare for Sunday and also that famous Saturday night bath.

But as Sarnia progressed the family pump became more prominent among its citizenry. Practically every home was the proud possessor of a well or deep cistern. This eliminated some of the drudgery and brought the water to the door of practically every home. In short they had their own waterworks. Of course some of the populace caught rain water and this conserved their well supply.

Municipal System Desired

But as the population increased the problem of water pollution became a serious matter. The town councillors, foreseeing this difficulty, appointed a waterworks investigating committee among themselves to bring in a report as to ways, means etc., of establishing a permanent waterworks. On May 4, 1875, the committee on waterworks presented their report to the council, showing that upon a careful estimate the necessary works with about 7 miles of pipe would cost approximately \$60,000 and recommended that a waterworks bylaw be submitted to the ratepayers. On August 5, 1875, the citizens set their approval on a bylaw for \$70,000 with the understanding that the water would be used for domestic purposes and the extinguishing of fires in the said town. The council then appointed a waterworks committee which consisted of Aldermen Joseph Lowrie, Michael Sullivan, James King and Edward M. Proctor. In Sept. 7, 1875, the report of the committee was carried, recommending that 55 feet of water front be purchased at the foot of George street for \$45 per foot frontage from Hon. Malcolm Cameron. On September 28, 1875, Mr. Robert Mackenzie's tender to build the engine house was accepted. Thus in one year (1875) under the leadership of His Worship Mayor Geo. Stevenson, Sarnia had ventured into the waterworks and fire-fighting business.

It was at this time, after careful deliberation by the council, Mr. Robert Turner was engaged as chief waterworks engineer, which position he faithfully held until his death in 1909. While the engine house was being built to house the pumps and boilers also the Blackie engine, which was manufactured in Sarnia at that time, some study had to be given to the laying of the 18" intake pipe. This was rather a ticklish job because the floor of the Sarnia bay was not level and the 180 feet of pipe had to rest on its bed. But this obstacle was surmounted by driving wooden piles on each side of the pipe. To the piles were fastened chains upon which the pipe was suspended to support it over the valleys and depressions of the floor of the bay. To the last length of pipe was fastened a perforated steel plate which acted as a screen to prevent foreign materials passing into the pipe and being carried into the screen tank from which the pumps got their supply. It was in this screen tank that Sarnia had its water purified by the immersion of chloride of lime per ratio.

Marked Achievement

The day when this waterworks program would be completed and its citizens receive their water supply, pumped to them through pipes buried in the ground, was looked upon as a marked achievement toward advancement. On July 1, 1876, their greatest expectations were fulfilled for it was on that day that the pumps were set into motion and water forced out from George street to Milton street, thru the newly laid 12-inch force main and its various tributaries. The citizens from all parts of the town clamored for water and it now became one of the town's greatest problems. By March, 1879, the town was using four and one half millions of water per month. In order to appease the public, the town

was again called upon on May 8, 1882, to concur in a bylaw to raise \$5,000 for extension and establishment of the waterworks system. By January, 1884, the plant was pumping

Ald. John T. Barnes



ing 13,000,000 gallons per month, practically three times the quantity demanded in as many years. Therefore in order to keep abreast of the ever growing population and their demand for water, the town was again asked to ratify a bylaw on January 19, 1885, to raise \$12,000 to extend the waterworks system and to provide increased pumping power at the waterworks and to furnish a proper hose house, hose cart and hose for the use of the fourth ward. Periodical extensions to the system were made in amounts such as \$6,300 in 1889 and \$15,750 in 1892.

Looking to the future and realizing that some record of the system now laid should be compiled, the council saw fit to call in a government land surveyor, Mr. John J. Francis G.L.S. This gentleman gathered data from the record of Chief Engineer Robt. Turner and also drafted further extension possibilities which he compiled and completed in October 1892.

Four years later a request for water from the Grand Trunk Railway and the citizens living in the south end of the town was left in committee for a recommendation. After investigating the situation, the committee brought in a recommendation that the request be granted and a by-law be prepared for \$20,000 for the purpose of increasing the pumping power of the Sarnia waterworks and extending the watermain to the south limit of the town. The by-law was passed January 31, 1898, and the necessary work completed, which included the purchasing of a 3,000,000 gallons capacity Worthington triple expansion duplex pump; the digging up of the old 18 inch intake pipe and replacing same with a 26 inch and extending the length of the pipe out to 255 feet.

Facilities Increased

In 1900, 1903 and in January 1905 bylaws were passed to the amount of \$16,500 for an extension to the system which included a new screen for the intake pipe. On June 12, 1905, a bylaw was passed to raise \$57,000 to pay for the digging up of the 12-inch force main along George street from the waterworks to Milton street. This bylaw also provided for the purchase of another engine and the building of an addition to the waterworks pumping station. The 12-inch force main on George street, not being adequate to meet the demands of the consumers, was replaced with pipe ranging in sizes from 20-inch, 18-inch, 16-inch down to 14-inch out as far as Milton street. This bylaw also covered the cost of a new 36-inch intake pipe which extended out into the bay 720 feet.

Tenders were asked for and received on installation of another steam engine and the waterworks committee under its chairman, Alderman D. Milne, recommended the purchase of a Corliss engine 5,000,000 gallons capacity. This recommendation was approved by the council. The engine was installed the following year (1906) under the direction of Chairman Joseph Dagan.

By now it became apparent that the waterworks plant was too small (with this new Corliss engine installation) to house properly for storage the copper fittings, valves, pipes, etc., that are necessary to be stocked for quick service. So on September 3, 1905, a by-law was placed before the public which was approved, to enter upon, take and appropriate certain lands within the Town of Sarnia to be used for the purpose of an addition to the present waterworks plant at George street. Approximately one and one half years later, the erection of this building started, after a bylaw for \$10,000 had been approved on January 21, 1907, which included repairs to the waterworks dock and the laying of a 12-inch water main along Front street, from George street to Wellington street.

Right here one must pause to record the death of Sarnia first waterworks engineer, Robert Turner, who died in May 1909, after serving the town and waterworks department most diligently for more than 30 years. It was under his guidance, like that of his successors, that the 9 o'clock curfew whistle was blown also the public notified of the location of its fires by means of long and short blasts of the waterworks whistle, corresponding to the fire alarm box number.

In May 1909 Richard Bell was appointed chief engineer to succeed the late Robert Turner.

Encounter Bugaboo

As before mentioned in the earlier part of this epic, the waterworks intake pipe was laid on the floor of Sarnia bay and was not covered. This was an accomplishment worthy of note at the time of installation but later proved to be a bugaboo to the waterworks department. As there was a sign posted on the west side of the waterworks plant notifying navigation of the intake pipe they still persisted in dropping anchors and invariably they would hook onto the intake pipe with disastrous results. To make matters worse a boat was wrecked in 1911 about 200 feet below the mouth of the main sewer at Cromwell street, which caused the sewage to back up into the bay and the currents of the bay distributed this pollution. The soil of the bay was a regular bed for bacteria and even the smallest disturbance like that of dropping an anchor caused havoc especially if the intake pipe was broken close to shore and this quite often happened. Typical fever had been prevalent even since the waterworks inception, but it grew worse year after year with the months of November and December 1911 setting up a record of 114 cases and made a grand total of 150 cases for the year. An investigation as to the cause of typhoid fever in Sarnia was held at the Sarnia town hall on January 29 and 30, 1912, by the Provincial Board of Health under the supervision of Commissioner John W. S. McCullough M.D. This investigation proved beyond all doubt that Sarnia bay was polluted and that Sarnia should get its water supply elsewhere preferably from Lake Huron and far enough away from contamination by lake traffic. With this finding and recommendation for guidance it was apparent that the council had to act and act quickly to rid itself of this condition. On November 15, 1912, a bylaw for \$240,000 was voted on and passed to build and transfer the waterworks plant to Point Edward.

Work started on the Point Edward plant in 1913 and Sarnia received its first water from there October 15, 1914, but the supply was not adequate. The engineers in their wisdom thought that by digging wells and allowing the water to filter through the sand and gravel, Sarnia would have a natural filtration plant that would be second to none. But alas their dreams were shattered because in the first instance the bottom of the tanks (although open) consisted of a gravel hard pan that practically barred the infiltration of water into the wells and secondly the water did not run away from the river as expected, but rather to it, so the filling of these wells was very slow, a matter of about one inch an hour. These concrete wells of which there are 19, measure approximately 25 feet square, 19 feet deep and are laid in a consecutive line due north of plant all under one roof. These wells are connected by a 24 inch steel pipe with a gate valve in each well, open March 1st. The principle that any one of the wells could be shut off or drawn from as desired. However, due to the lack of sufficient water this principle was never put into force and the plant could only operate two days a week which necessitated the keeping open of the George street plant. This was a blow of no mean significance to the citizens because Sarnia had spent its money freely, having bought the best machinery possible at that time and now it could only be used about twice a week. The pumping plant consisted of three boilers generating steam for two DeLaval steam turbines, 260 H.P., operating two Allis-Chalmers turbine pumps with a capacity of 4,320,000 Imperial gallons per 24 hours each.

Second Largest Consumer

This equipment which may appear to the casual reader as large in reality was not, because Sarnia was by now the second largest consumer of water per capita in the world (362 gallons) being outdone only by its friend and neighbor the City of Windsor. Water wastage had been given practically no thought even though it had been prevalent since the waterworks inception. This matter was brought to light at the waterworks investigation that His Honor Judge D. MacWatt conducted at the court house in Sarnia in 1915 and steps were immediately inaugurated to correct this wastage.

In March 1917 Richard Bell met with an accident while operating the George street plant, that cost him his life. He was inspecting the Corliss engine and his coat got caught on the key in the shaft of the fly wheel which sent him hurtling to his death. This accident cast a gloom over the entire city for "Dick", as he was popularly called, was an ideal citizen.

The duties of the George street plant now fell upon the shoulders of Harry F. Hall, the present waterworks engineer, who was engaged by the city in August 1914 to manage the Point Edward plant. Mr. Hall was well able to assume this double duty, having been a marine engineer with the Imperial oil fleet. He came to the city most highly recommended.

The main problem that confronted

ed everyone connected with the waterworks department now, was "how to get a sufficient water supply for the Point Edward plant." Three test wells about 10 feet by 20 feet were dug at close proximity to the river and the infiltration of water was studied but the results were not satisfactory. This last test being a failure the council in 1918 decided to instal an intake pipe some 177 feet out into the river from the shore line. Mr. Thorold of the Thorold Engineering Co., Toronto, was called in and he proposed first, that this intake pipe should consist of two 24 inch pipes, and that the pipes now in the wells be taken out and used for same, secondly, that a new screen house be built to screen the water and keep out foreign substances from entering into the wells. After a careful estimate, submitted by the engineer, the council asked for and received the city's approval of a bylaw for \$55,900 in December 1918.

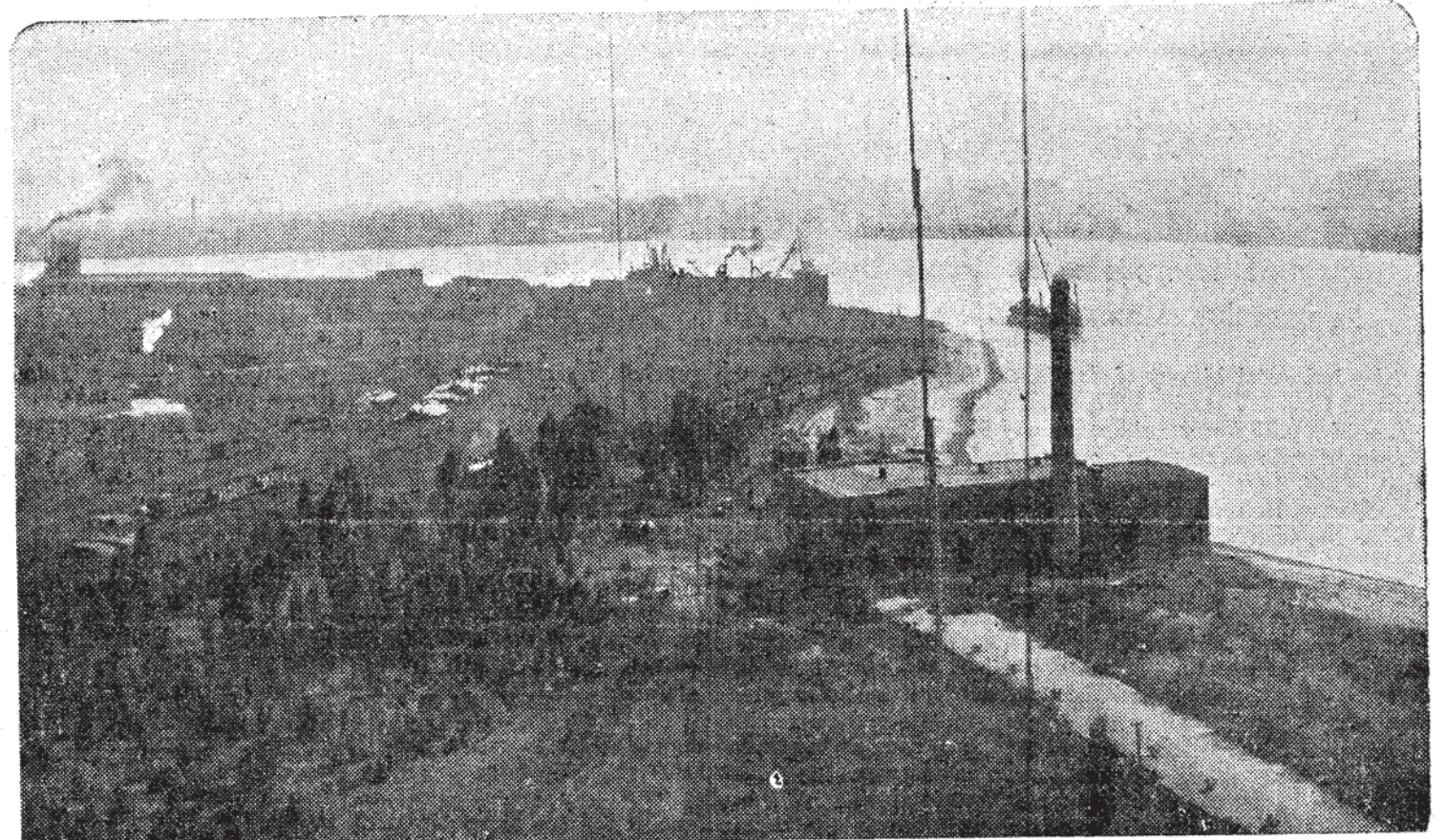
Dredging For Intake Pipe

As heretofore mentioned there were 19 individual wells and in order to make it possible for the water to flow freely from one chamber to another it was necessary to cut out an opening 8 feet by 16 feet out of the joining wall partitions. To do this work it was deemed wise to engage a man with mining experience who knew the use of explosives and mining machinery. The writer who had worked in the copper mines in Montana was engaged and began work in March 1919. The following month the Dunbar and Sullivan Dredging Co., with their barge "Handy Andy" started dredging out a bed for the intake pipe. On the shore, under the supervision of Engineer Harry F. Hall (in the absence of Mr. Thorold, due to sickness) a concrete shell weighing 25 tons was built to resemble a bow of a boat. This structure, which was to be the mouth of the intake pipe, was lowered 32½ feet below the surface of the water on Civic Holiday, August 11, 1919, some 177 feet out from the shore line or 277 feet from the wells. This form which was partially buried 6 feet in gravel, with its nose facing northward up stream, eventually weighed several hundred tons when it was finally filled with concrete. Several loads of stone were also piled on its nose or bow to make doubly sure that it would never shift. The two 24 inch intake pipes which pass through this structure are from 6 to 9 feet off the bed of the river and face south. The intake pipe lines which are buried 20 feet or more and lead from the screen house to No. 14 are connected to this submarine structure by flexible ball joints. In August 1919, the writer blasted an opening large enough in the wall of well No. 14 to allow the 24-inch intake pipes to enter the circulation openings that were being drilled and cut in the well partitions were completed in August and the screen house completed by Thos. Grace in September of the same year.

On October 1, 1919, Alderman Herbert Saunders, of the waterworks committee, had the privilege of turning the valve that allowed the first water to enter the wells from the river, through the newly laid intake pipe. This was really an achievement and the waterworks plant which was commonly known as a "white elephant" now became an asset to the city. Great credit should be given the council of 1918-1919, the waterworks engineer, H. F. Hall and Mr. Thorold of the Thorold Engineering Co., for their untiring efforts in making this project such a success out of a complete failure.

The water problem now being solved, steps were again taken to close down the George street waterworks plant. With this thought in mind, in December, 1921, the Inglis-Cross Compound duplex double acting steam pump with a capacity of 6,700,000 Imperial gallons per 24 hours was re-

Sarnia's Waterworks Plant at Point Edward



moved from George street plant to augment the Point Edward plant. It was installed and operating by February, 1922. This final piece of machinery removed the last trace of a waterworks plant that had caused plenty of trouble and sickness to its citizens. The difference in taste of the water between the two plants was actually noticeable due to the high chlorination used at the George street plant and the low chlorination used at the Point Edward plant. It would not be an easy task to find another waterworks system along the Great Lakes that uses such a small quantity of chlorine. This is due principally to the splendid location of the Point Edward plant.

Centrifugal Pumps

In 1933, under Chairman E. L. Bedard, one Allis-Chalmers turbine was replaced with two Babcock centrifugal pumps with a capacity of 4,320,000 Imperial gallons and 3,240,000 Imperial gallons per 24 hours respectively, against a head of 74 pounds pressure. The former is connected to a 200 H.P. induction motor and the latter to a 150 H.P. induction motor, both motors operating at 4,000 volts, 3 phase, 25 cycles, 1,500 R.P.M. This now gives the Point Edward plant a pumping capacity of 13,580,000 Imperial gallons per 24 hours, of which 11,020,000 Imperial gallons is by steam and 7,560,000 Imperial gallons by electric power. Since 1917, when Sarnia installed its first two water metres (size 4") they now have 184 in use, which has helped to cut down the water wastage and increase the revenue substantially. The system now consists of 49,238 miles of pipe on which are placed 300 fire hydrants. Segregating the system into sizes we find the following:

	11,400	feet 24"	steel pipe	
	13,946	feet 24"	cast iron pipe	supply force main
	554.5	"	20"	"
	4,065	"	18"	"
	598	"	16"	"
	2,659.5	"	14"	"
	2,696	"	12"	"
	1,539.7	"	10"	"
	11,758	"	8"	"
	77,758	"	6"	"
	127,808	"	4"	"
	5,198	"	3"	"

In 1935 the 24" steel supply force main on Front street from Exmouth street to the London Road was uncovered and given a 3 inch coat of special prepared concrete. This was done to save the pipe because corrosion and deterioration had started, due to the acid condition of this low lying ground.

In 1918 a water wastage survey was commenced but progress was slow because the citizens were using some 600 or 700 hopper toilets which were allowed to flow continuously 365 days of the year and besides, the service systems were found to be in a bad state of repair. These surveys were con-

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The main problem that confronted

ed everyone connected with the waterworks department now, was "how to get a sufficient water supply for the Point Edward plant." Three test wells about 10 feet by 20 feet were dug at close proximity to the river and the infiltration of water was studied but the results were not satisfactory. This last test being a failure the council in 1918 decided to instal an intake pipe some 177 feet out into the river from the shore line. Mr. Thorold of the Thorold Engineering Co., Toronto, was called in and he proposed first, that this intake pipe should consist of two 24 inch pipes, and that the pipes now in the wells be taken out and used for same, secondly, that a new screen house be built to screen the water and keep out foreign substances from entering into the wells. After a careful estimate, submitted by the engineer, the council asked for and received the city's approval of a bylaw for \$55,900 in December 1918.

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SARNIA IS AN INDUSTRIAL CITY OF IMPORTANCE IN PROVINCE

Oil Refining, Manufacture Of Automobile Parts and Steel and Tinplate Sheets Employ Many

Some of Community's Factories Have Been Long Established, Others Are of More Recent Years But All Are Progressive In a Progressive Community.

The industrial history of Sarnia can be traced back to the year of the accession to the throne of Queen Victoria, 1857, when a sawmill was built and operated by George Durand. Soon after, a grist mill, harness shop, tannery and cabinet factory along with other industries of purely local significance made their appearance. However the great stimulus to industrialization did not come until 1858 when the completion of the Great Western Railroad provided Sarnia with rail transportation to Montreal and 1859 when the Grand Trunk entered Sarnia giving the port ready access to the interior for shipping lumber, grain, flour and other products of the district.

Two Great Events of the 19th Century

Sarnia's industrial development may be traced directly to two great events of the 19th century. The first was the discovery of oil in 1862 which was followed by the establishment of Imperial Oil Limited, in Sarnia in 1897, when the Alpha refinery was purchased and the Imperial Oil moved its refinery to Sarnia from Petrolia. The old Alpha refinery was started in 1871 by the Dominion Oil Company. The second event was the building of the tunnel under the St. Clair river in 1891.

Imperial Oil Limited has developed into Sarnia's largest industry with the largest refinery in the British Empire. It provides steady employment for almost 1,800 people and the huge payroll distributed by the company verily means the life of the city.

The establishment of the tunnel made Sarnia the terminal point for two great railroads and a port of entry for a tremendous tonnage into Canada as well as an exporting centre for goods destined for the Middle West and Western United States.

Sarnia's development as a railroad centre is, of course, always associated with her tremendous importance as a port. The days of the old sailing schooners waiting in Sarnia Bay for a favorable south wind to help them up the "Rapids" into Lake Huron have long since disappeared and now modern screw-propelled lake freighters plough up and down the Great Lakes system almost independent of wind or current.

Has Great Transportation Advantages

Situated at the foot of Lake Huron on the St. Clair river, one of the most heavily trafficked waterways in the world, and in a key position with regard to centres of population in Canada and the United States, Sarnia presents many exceptional advantages to the industrialist. Sarnia is almost equidistant from both extremities of the Great Lakes system which means that raw materials and manufactured goods can be shipped to or from Sarnia by water in both directions.

In the same way, industries situated in Sarnia, manufacturing products for sale in the world market as well as in the domestic market are in a unique position being able to ship their products, by small ocean-going vessels, directly to Europe, Australia, the West Indies, etc.

From an industrial standpoint, Sarnia has many striking and commendable features. The steady but not spectacular growth in population at the rate of approximately 200 people a year for the last 30 or 40 years means that Sarnia has not suffered from over-expansion in more prosperous years. Taxes have been kept at a reasonable level comparing favorably with the taxes of any other community of its size. Many of Sarnia's industries are situated out in the township, which carries a lower rate of taxation and yet gives most of the advantages of an urban location. Sarnia is also favored with cheap and plentiful supplies of gas, water and hydro-electric power.

Labor Conditions Are Satisfactory

Labor conditions in Sarnia are excellent. There has never been a strike and Sarnia is notoriously free from the disturbing influences of agitators. The policy of reasonable wages adopted by Sarnia's industries has been largely responsible for the satisfactory labor conditions.

At present Sarnia with 7,000 homes is facing a serious housing shortage. In many cases two and even three families are living in the same house because of the lack of accommodation elsewhere. This condition augurs well for Sarnia's building trades and industry which should be called upon in the near future to make up the deficiency in this respect.

Oil refining, manufacture of automobile parts and steel and tinplate products constitute the larger sphere of the city's industrial activity, but there are many smaller, yet flourishing industries that go to make a nicely balanced industrial community.

MUELLER LIMITED

In 1912 Mueller Limited started the erection of its only Canadian plant. Sarnia was chosen as the ideal site for the Canadian branch because of its central position and shipping facilities. In the United States Mueller plants are found at Decatur, Illinois, Chattanooga, Tennessee, Los Angeles and there is a warehouse at New York. Previous to 1912 Canadian customers for Mueller plumbing gas and other fixtures were supplied by the parent company Mueller Manufacturing Company of Decatur, Illinois.

During the war Mueller Limited employed approximately 1,800 people. The plant was operated twenty-four hours a day in three shifts, chiefly in the production of brass forgings for munitions and 15 pound shrapnel shells.

Since the war Mueller Limited has devoted itself to the production of high grade sanitary, bronze plumbing fittings, also brass and bronze fittings for gas and water companies. The Mueller line is quite complete comprising a standard range of patterns that meet the requirements of the home, public institutions, hotels, factories and other buildings and at the same time meet the demands of the plumbing, gas and water companies due to quality and low cost of installation. Many high grade specialties which are unique in their particular field are also produced by this company.

Mueller goods enjoy a considerable foreign trade with the British Isles, West Indies and Australia. Within the factory, pleasantly situated on the banks of the St. Clair, is the Mueller recreation building. This building is placed at the disposal of the employees for social and athletic functions.

The Canadian officers of Mueller Limited are: vice-president and treasurer, George Parker; secretary, William Twilts; plant superintendent, R. McIntyre, director, Ebert Mueller.

JOHN GOODISON THRESHER CO.

Beginning in 1881 as the Sarnia Agricultural Implement Association the John Goodison Thresher Co., has grown until now it is one of the leading threshing machine manufacturing concerns in the dominion.

When F. J. Craig of Strathroy was approached by members of the Sarnia town council in 1881, he decided to come to Sarnia to open up the Sarnia Agricultural Implement Company. Stocks were sold and the company organized.

Property for the location of the factory was secured at the corner of Essex and Milton streets. The new company's line of manufacture was threshers, reapers, mowers, plows, cornshellers, etc. It continued successfully in operation until 1886 when losses incurred in the manufacture of binders forced the company into liquidation.

The following year, John Goodison, general agent for the old company, together with George H. Sams of the firm of Mackenzie, Milne and Company, purchased the interests and factory of the insolvent company. The new owners op-

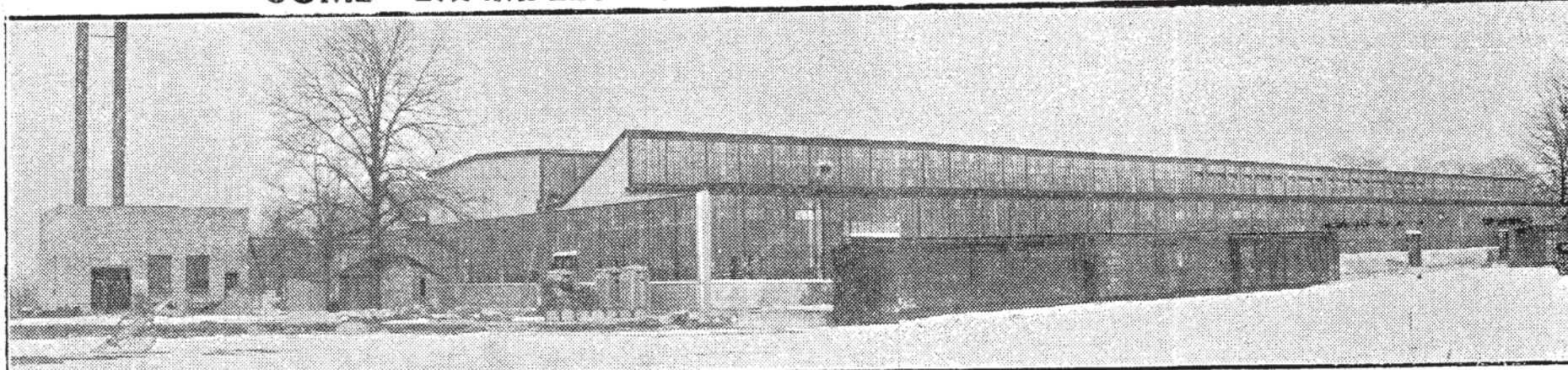
erated the company for a year and then sold out to the Sawyer-Massey Company of Hamilton. The new firm retained the services of Mr. Goodison as manager. In the fall of 1889 another change took place, by which Mr. Goodison secured the sole ownership of the business. With great determination and business sagacity, Mr. Goodison succeeded in building up one of the most successful threshing machine industries in Ontario. In 1897 the John Goodison Thresher Company Limited was incorporated.

After the deaths of John Goodison in 1915 and Edwin F., in 1916,

the late W. T. Goodison assumed the presidency of the concern which position he held until his death in 1925.

This year the company moved to its new quarters in the plant formerly, occupied by the Perfection Stove Company, where it is working to capacity on machines for the coming year for the John Deere Plow Company in the Canadian West, the Agricultural Bond and Credit Corporation in the American Northwest, and the American subsidiary, the John Goodison Thresher Company of Port Huron for the American Middle West. Arrangements have also been

SOME EXAMPLES OF MODERN SARNIA FACTORIES



completed for the manufacture of the Bunting Combine, which is regarded as the most radical and progressive step concerning threshing machinery since the introduction of the windstacker.

The present officers of the Goodison company are: president, Mrs. W. T. Goodison; vice-president, L. V. Wright; secretary, C. A. Lorri-man; treasurer and general manager, John E. Goodison.

SARNIA FENCE CO., LTD.

The Sarnia Fence Company, Limited, was organized in 1912 when a brick building approximately 50 feet by 155 feet was erected. The firm commenced operations immediately, manufacturing farm fencing and selling directly to the farmer. Although this method of selling fencing was an experiment it proved most successful. In a short time the factory had to be doubled in size and a warehouse was also erected. The exigencies of a rapidly expanding market soon necessitated the acquisition of more property and once again the plant had to be enlarged. Now the Sarnia Fence Company is the second largest fence producing plant in Canada and probably the second largest in the British Empire. The firm conducts a large mail order business and supplies fence to Canadians from coast to coast.

A large amount of expensive machinery is used in the factory and the equipment is varied so that it will turn out almost any type of woven wire fencing. In addition to the wire-weaving machinery, the plant is equipped with heavy machinery from iron working. A machine shop is maintained which, to a large extent, has been used in the making of much of the machinery now in use in the factory.

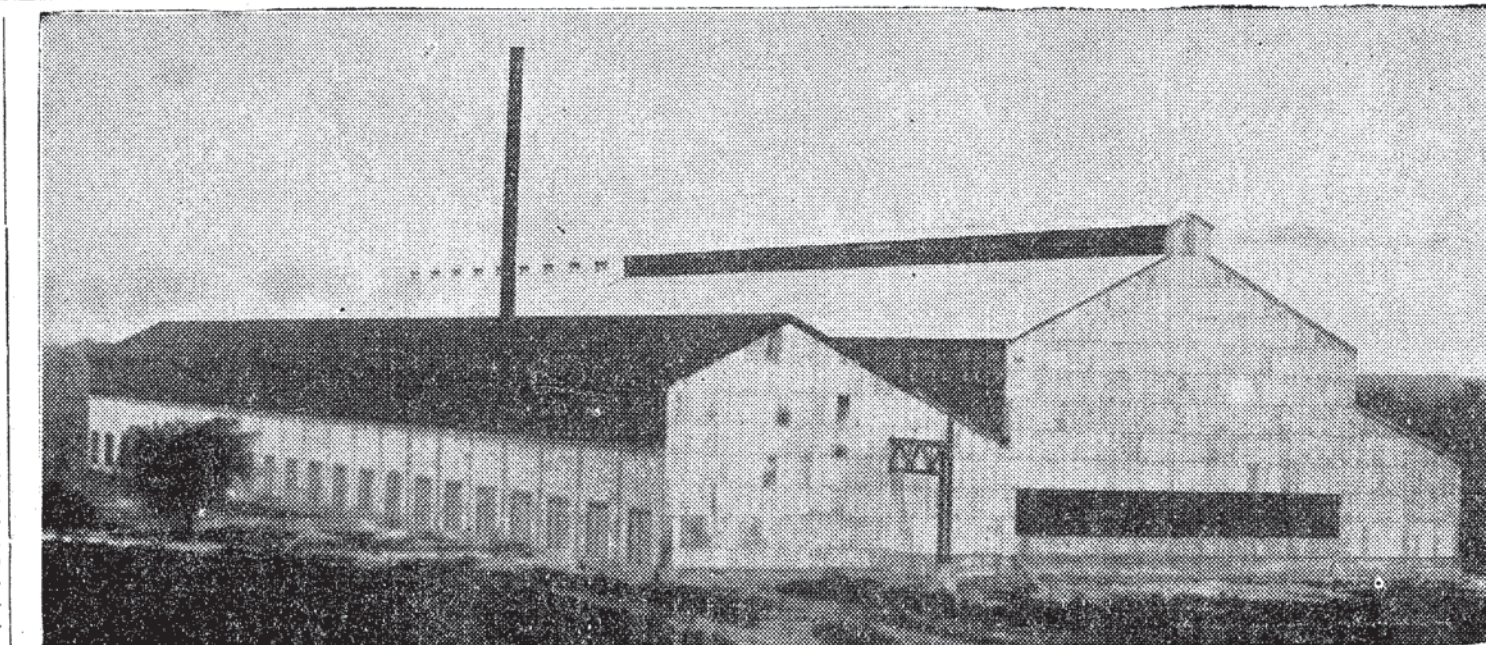
The company manufactures rust resisting farm and ornamental fences, gates of wire and iron, steel posts, verandah railing, fence accessories etc.

The plant is easily capable of turning out 15,000 tons each year. However, the unfortunate financial conditions of the past five or six years have retarded production and consequently reduced the number of employees. Fortunately for Sarnia fence production reaches a peak in the winter and early spring months when the company employs between forty and fifty people.

THE H. H. ROBERTSON CO. LTD.

The H. H. Robertson Company, Limited, commenced operations in Sarnia in 1916. It is the only manufacturing unit in Canada of a large international organization which has several factories in the United States and one at Liverpool, England. J. Murray Robertson of Toronto is general manager of the Canadian division of the company and J. A. Matthews is the local operating manager.

The company manufactures asbestos protected construction and roofing material and is a large con-



Here are shown photographs of two of Sarnia's larger factories of more recent establishment. At the top is the factory of Electric Auto-Lite Limited, the subsidiary of a big American automobile parts manufacturing company. Electric Auto-Lite of Sarnia manufactures starting and lighting equipment for wellknown cars manufactured in Canada and also parts for radio receivers. It employs on the average from 300 to 400 men and girls.

Below is the factory of Dominion Alloy Steel Corporation, three miles south of the city. This corporation manufactures steel sheets for a large trade in the dominion. In its premises there also operates Canadian Tinplate Company Limited, the Canadian subsidiary of a great English concern, one of the largest manufacturers of tinplate in the world.

These are modern and progressive industrial concerns which offer considerable hope of expansion in the future. Taken in conjunction with the great refinery of Imperial Oil Limited in Sarnia, Mueller Limited, manufacturers of brass goods, Holmes Foundry Limited, which manufactures engine block castings, the John Goodison Thresher Company, manufacturers of agricultural implements, Sarnia Fence Company, Sarnia Bridge Company, Doherty Stove Works, Dominion Salt Company, Laidlaw Belton Lumber Company, and many other enterprising firms, they make up the nucleus of a progressive industrial community.

sumer of raw materials. Each year requires about 500 tons of black sheet steel, 90 tons of sheet asbestos and 100 tons of asphalt. A uni-

que manufacturing process combines these ingredients in the production of roofing sheets which are fire-proof and by reason of the

protective coat of asphalt and asbestos ally useful in the mines of North are not subject to the destructive powers of corrosion and rust. For this reason the material is espec-

(Continued on Page 15)

Junior In Years But Leader In Service

Soon after arriving in Sarnia in 1930 which places us in the category of the junior stores, we found that there was a real need for a store such as ours where you could obtain useful household articles at a reasonable cost—a store which is laid out to give prompt service to every customer. In thanking you for your patronage, we are also patting ourselves on the back because we know that you would not give us your business unless our service, the price and quality of our goods were right. We know that as long as we maintain our present high standard of business, just so long will we be able to hold you as a customer. You may rest assured that it is our constant effort to so improve our business that you and your friends will make this store your headquarters. We wish to congratulate the mayor and council on the occasion of Sarnia's one hundredth birthday. You, as a citizen, should be proud of the progress which has been made because the city's progress is based upon the individual effort of each citizen.

S. S. KRESGE CO. LIMITED

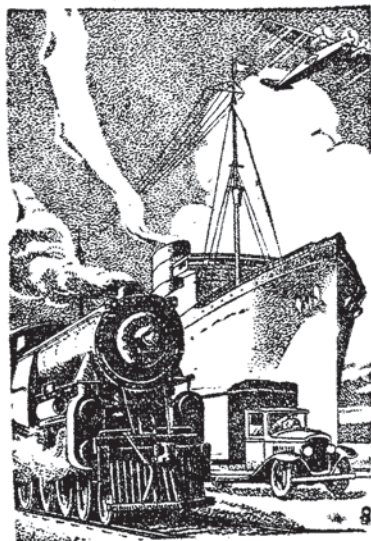
O. A. KENNIE, Manager

1836 -CENTENNIAL- 1936



100 Years Ago

Reliable hardware (though somewhat crude in comparison with our modern merchandise) played a very important part in assisting our early settlers to build their sturdy homes and ships helped develop Sarnia to a position of importance.



Today

As then—reliable hardware is still doing its part in the progress of the "March of Time" and the Sarnia Hardware Co., with one of the largest stocks in Western Ontario stands ready to quickly supply the necessary hardware items needed on the farm, in the home or in the various industries of this country.

In honor of our city's centennial celebration—we take this opportunity of extending sincere greetings to all citizens with a wish for prosperity and happiness to all.

The Sarnia Hardware Co.

IMPERIAL OIL GREAT EMPIRE INDUSTRY HAS HOME IN SARNIA

Story Of Huge Refinery Built On Shore Of St. Clair River Is Romance Of Petroleum Industry

Among many impressive sights afforded a traveller of Canada's inland waterways is the view to be had from the St. Clair River of the country's largest oil refinery at Sarnia, Ontario. By day the picture is one of orderly industrial activity on an enormous scale; of immense equipment, huge tanks, monster refining equipment, and towering stacks. By night all the paraphernalia of industry is obscured. In its place is a myriad of lights, shining and twinkling as in a fairyland and reflecting from the swift stream. For approximately one and a quarter miles this lighted area extends along the river and piercing the dark sky is the red neon sign affixed to the tallest stack in the refinery, and on which one reads the words "Imperial Oil".

The area covered by the refinery is large enough, if divided into town lots, to house ten thousand people, and the electricity consumed in the plant is more than adequate for the needs of such a community. The water that flows through the processing equipment is enough to serve the needs of a city of forty thousand people and the tankage, with a total capacity of more than 140,000,000 gallons, could hold enough water to serve a city of two million people for one day.

Germ of Future Development

Back in 1896 a traveller on the St. Clair River would have seen nothing to indicate the future development of a great industry on the Canadian shore at Sarnia. A few small docks, the then inevitable schooners with their loads of lumber, and on the bank a scattering of stores and houses, were the Sarnia of that day. Elsewhere there were green fields and elm woods and farm homes dotted here and there, but the Canadian shore was reaching back to something in which the germ of Sarnia's future development lay. That something was petroleum. Thirty-four years earlier, in 1862, a rich flow of oil had been encountered at Oil Springs, about 22 miles southeast of Sarnia. Later there were discoveries at Petrolia. From afar men came to garner the treasure and industry sprang up rapidly. Sarnia was little affected by this development and in all probability turned jealous eyes in the direction of the neighboring communities which were being lifted to prosperity and prestige on the rising tide of oil. Small refineries, most of which had capacities of less than 100 barrels of crude oil per week, were built in the Petrolia and Wyoming areas and other plants sprang up at London and Hamilton. There were a couple of small plants at Sarnia, but the natural flow of crude oil and products was not then in the direction of that community and it did not

seem destined to benefit much by the development of the oil fields a few miles to the east.

Many Difficulties Overcome

Facing many difficulties, mostly those consequent upon ever-increasing production of oil in Pennsylvania, which glutted not only the United States, but the Canadian markets, the Canadian refining industry could not make much progress and many of the little refineries closed down. In September, 1880, seven refineries in London and Petrolia, with a view to salvaging some of their equipment and resources, consolidated their assets and formed the Imperial Oil Company Limited, which at once concentrated its refining activities in Petrolia. The interests thus brought together were far-seeing and realized that their chance for survival lay in increased efficiency and improved products; also in the development of markets which would not be so vulnerable to the foreign oil producer. Accordingly they engaged the services of one Herman Frasch, a man who had already obtained eminence in the field of petroleum chemistry and who, by his genius and enterprise, was later to build an enormous fortune in the United States, to which country he was lured by opportunities larger than those offering in Canada. Fractional distillation, which is the foundation of modern refining practice, was introduced, and this not only gave superior products, but more economical op-

eration. Simultaneously the organizers of Imperial Oil undertook a survey of the West, which was then opening up, and a year later were actively competing for business in that pioneer country.

Transportation

By 1883 a bulk plant had been established in Winnipeg and by 1895 the volume of sales in the West had reached the quarter million dollar mark, but of this one-third consisted of freight charges. Thus the importance of transport costs was driven home to the operators of the company and out of this arose a decision to establish refining facilities at Sarnia. The advantage that Sarnia had was that bulk boat shipments of products could be made on the Great Lakes and crude oil could be economically transported by pipe line from the Petrolia field. Accordingly, in 1898, the capital of the company was increased to permit the purchase of property at Sarnia. A small refinery operated by the Bushnell Oil Company was acquired and it was the nucleus of the mammoth plant now operating. The refinery at Petrolia was dismantled and the parts were moved by team to Sarnia, where they were set up again.

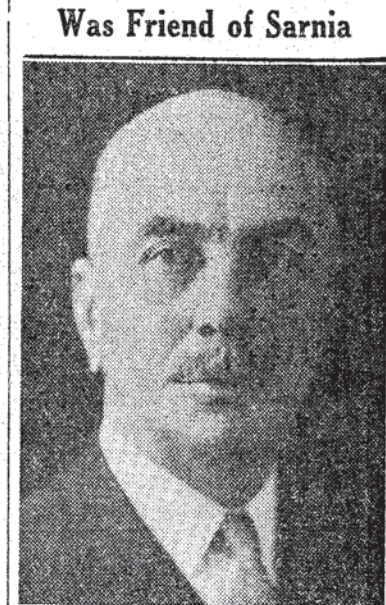
Soon the company faced another problem in the indicated recession of production of crude at Petrolia and Oil Springs, but here again the advantage of being at Sarnia was manifested, for it would be possible to bring in crude by boat, a very economical method of transportation, from the United States. In 1904 importation of crude oil from Ohio was begun, but the company continued to purchase, as it does today, the available production from the Ontario fields.

Capitalization Increased

Wise administration and premium quality products compelled their due of homage in an expanding market. In 1907 the company increased its capitalization to \$6,000,000 to cope with the increased trade. This still proved to be insufficient, and in 1913 the authorized capital went to \$15,000,000, and only two years later, to \$50,000,000. Meanwhile, the processing capacity was increasing by leaps and bounds. In 1903 it was 874 barrels per day, two years later it was 2,323 barrels, and by 1912 it was 3,113 barrels. The existing tank car and steamer system of transporting the Ohio crude,



G. Harrison Smith is the president of Imperial Oil Limited. Mr. Smith succeeded C. O. Stillman on the latter's death.



The late C. O. Stillman, for many years president of Imperial Oil Limited at one time made his home in this city. He never forgot his close attachment to this city and did much for its benefit.

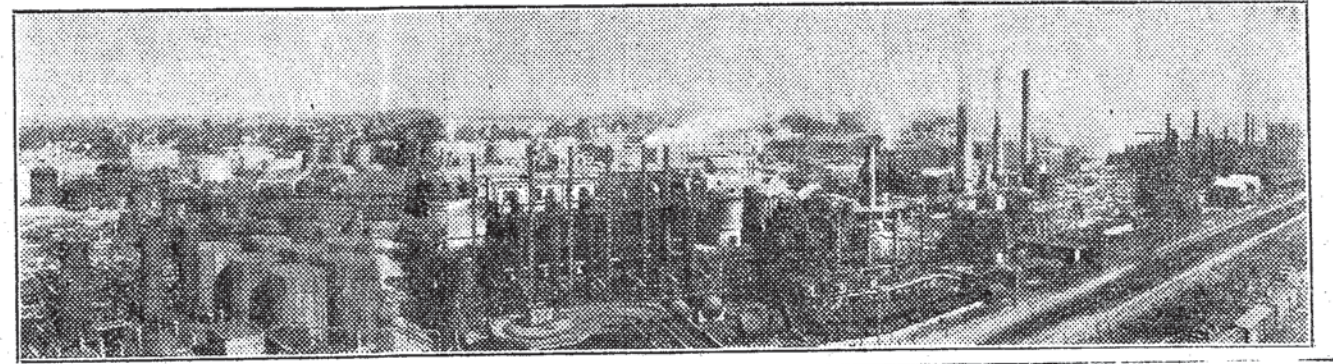
proved unequal to the task of supplying the demands of the refinery. In 1913, an underground pipeline was constructed over a 150-mile right-of-way from Cygnet, Ohio, to Sarnia, and the oil pumped up from the fields. When the newly discovered Mid-Continent crudes were found to be superior to those from Ohio, the Cygnet line was joined to the trunk line, and the Mid-Continent oil started on its long 1,200-mile journey to the stills. Meanwhile war demands for petroleum products strained the Sar-

Group Of Officials Of The Sarnia Refinery



The group of local Imperial Oil officials here shown was taken on the occasion of a presentation made to George L. Stewart who two years ago relinquished the appointment of superintendent at Sarnia to go to head office of the company with a appointment to the directorate. Making the presentation is Thomas H. Montgomery, chief engineer for the company in Canada. In the centre is C. E. Carson, now general superintendent at Sarnia and next to him Frank E. Holbrook, secretary treasurer and J. Dean Bradley, assistant superintendent.

REFINERY AT SARNIA



nia facilities to the utmost, and in 1914, loco refinery was built at Vancouver to serve the Pacific coast. Then followed in quick succession refineries at Regina, Montreal, Halifax, and in 1922, Calgary. In every case, the stills, steel equipment, tanks, etc., were fabricated in Sarnia and shipped by rail to their destination. (Continued on Page Fifteen)

Your Chamber of Commerce Is A Bureau Of Service

A WEALTH OF BUSINESS INFORMATION MAY BE OBTAINED FROM THE FILES AND RESOURCES OF THE CHAMBER OF COMMERCE. THIS FACT, IN ITSELF, IS ONE OF MANY ADVANTAGES OFFERED BY THE CHAMBER THAT WILL PROVE VALUABLE TO BUSINESS AND PROFESSIONAL MEN AND WOMEN. THIS IS JUST ONE OF THE MANY ADVANTAGES THAT MAY BE DERIVED FROM MEMBERSHIP IN THE LOCAL BRANCH OF THE CHAMBER OF COMMERCE. MEMBERS OF ALL TYPES OF BUSINESS AND PROFESSIONS ARE BROUGHT TOGETHER WITH THEIR LEADERS, THUS BRINGING ABOUT FRIENDLY CO-OPERATION AND THE PROMOTION OF THE BETTER INTERESTS OF THE CITY. IN BRINGING TOGETHER MEN AND WOMEN INTERESTED IN DIFFERENT FIELDS OF TRADE LIFE, GROUPS ARE FORMED IN ORDER THAT THEIR INDIVIDUAL PROBLEMS MAY BE DISCUSSED AND CORRECT-

ED. ANOTHER IMPORTANT FUNCTION OF THE CHAMBER, AS A UNITED BODY, IS THE PROMOTION OF TRANSPORTATION IN THE CITY AND INTO AND AWAY FROM THE CITY; IT INTERESTS ITSELF IN BUILDING ACTIVITIES, IN BOTH RESIDENTIAL AND BUSINESS DISTRICTS; ENCOURAGES INDUSTRIES TO LOCATE HERE, SUPPORTS ANY MOVEMENT THAT WILL BEAUTIFY THE CITY AND ALL CIVIC PROJECTS THAT ARE WORTHY OF MERIT. A SPECIAL ENDEAVOR OF THE CHAMBER OF COMMERCE HAS BEEN TO ENCOURAGE CITIZENS TO BUY AT HOME FROM LOCAL MERCHANTS. YOU CAN DO YOUR PART TOWARD MAKING SARNIA A BETTER PLACE IN WHICH TO LIVE AND WORK BY SUPPORTING THE LOCAL BRANCH OF THE CHAMBER OF COMMERCE. OBTAIN A MEMBERSHIP IN THIS CIVIC AND BUSINESS ORGANIZATION.

WE WISH TO CONGRATULATE THE CITIZENS ON THE OCCASION OF THE 100TH BIRTHDAY OF SARNIA.

Boost Sarnia---Join YOUR Chamber of Commerce

JOHN E. GOODISON, PRESIDENT

W. D. FERGUSON, SECRETARY-TREASURER

SARNIA HAS AREA OF 225 ACRES DEVOTED ENTIRELY TO PARKS

Recreational Requirements Of City Are Well Cared For

Sarnia has Possibly Greater Area Devoted to Parks Than any City in the Province of Equal Population — Board of Parks Management Established in 1888 Administers the Civic Playgrounds

(By C. J. Driscoll, Chairman of the Board of Parks Management)

Sarnia enjoys a unique position among the cities of Ontario in that it possesses possibly the greatest area devoted to parks of any city in the province of equal population. The total area devoted to park purposes in the city is about 225 acres.

The city parks are under the supervision of the board of Parks management composed of the following citizens: C. J. Driscoll, chairman; William A. Watson, George N. Galloway, William E. Germain, James Hunter and Mayor Crompton, (ex-officio). Thomas Sloane was a member until his death, recently. The superintendent of parks and secretary-treasurer of the board is John Newton and the chief gardener and foreman is Thomas Knight.

Organized in 1888

The Parks board was organized in 1888 and the first meeting was held on November 24, that year. The following citizens comprised the first board: J. G. Johnson, M. D., (chairman), Thos. W. Nesbitt, Geo. Leys, William Steed, David Barr, John C. Mahony (secretary), James Symington, Mayor. Wellington park was at that time the only area in the city devoted to park purposes. In 1891 this park was renamed Victoria and is one of the present day beauty spots within the city. There follows a description of the various parks:

Bayview Park: A portion of this park, comprising 28 acres west of St. Clair street, was obtained from the G. T. Railway under lease in 1889. That portion east of St. Clair street was subsequently added. The superintendent of Belle Isle Park, Mr. William Ferguson furnished plans for the layout of the park and his plans were finally adopted in 1890. Three hundred elms and evergreens were planted that year and the construction of the casino, boat and bathhouses and roads followed immediately. The formal opening of Bayview Park took place on Civic Holiday, August 19, 1901, featuring sculling races in addition to canoe, barge and bicycle races also a lacrosse match between Stratford and St. Mary's. For many years Bayview Park enjoyed the patronage of the entire population. Its beauty and attractiveness was practically destroyed following the erection of the elevator and filling in of Sarnia Bay in 1929.

Athletic Park: The original Athletic Park was located within the bounds of the present race track. The original two lots comprising this park were purchased from Mr. Fleming in 1889. The formal opening was also held on August 19, 1891. The property comprising the present fairgrounds and race track was subsequently donated in part by citizens and by purchase.

Elgin Park: This park was originally the site of a cemetery but in 1910-11 was taken over by the board for park purposes to serve the north section of the city. This too is one of the beauty spots of the city.

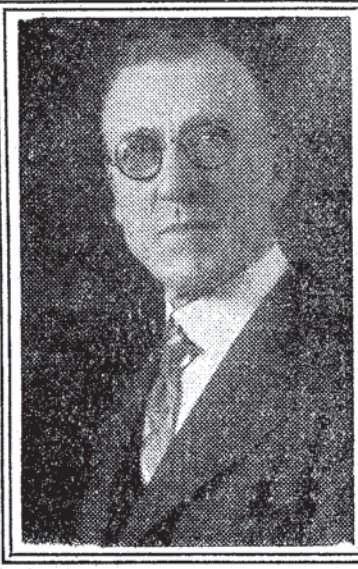
Tecumseh Park: Originally known as Dufferin Park, located on the site of the Imperial Oil office, was a gift from the Department of Indian Affairs on behalf of the Indians of the Sarnia reserve. This site was transferred to the Imperial Oil Co. in 1911 and was relocated as Tecumseh park on the site of the present collegiate and high school. Later that site was abandoned to the Board of Education and a new site secured on Russell street. This park comprising about 8 acres was subsequently enlarged and provision made for children's playgrounds and ball diamond. Beautification of this park has been one of the achievement of the board of which it is particularly proud, following as it does, a very comprehensive plan covering a period of years. This park is today the beauty spot of Sarnia.

Athletic Park: Comprising 7 acres, was taken over by the city from the Sarnia Athletic Association in 1923. The park had previously been used as an athletic field and the board immediately outlined a program of improvements that would make this park the finest athletic field in Ontario. Provision was made for a rugby field and ball diamond with suitable accommodation for the public and today Athletic Park is unsurpassed in any other city in Canada for its gridiron. It has been the scene of many major rugby battles and is the home of one of Canada's champion rugby teams, "The Imperials."

Hanna Playground: A gift to the children of the city from one of the city's patriotic and generous citizens. It has been completely equipped as a playground for children. It is one of three supervised playgrounds operated by the board and meets one of the most urgent necessities of the day.

Canatara Park: This park was acquired in 1931 and comprises approximately 150 acres with a lake frontage of some 3,000 feet. Its purchase was made possible by the magnificence of the same citizen through whose generosity Hanna Playground was received. It was the last area of wooded land and lake frontage available to the citizens of Sarnia and provides all that is desired in the matter of safe and adequate bathing facilities, recreation and picnic grounds and a campus adequate to meet the requirements of the city for years. The development and beautification of this park is being carried on year

An Old Servant



One of the men in the city most keenly interested in parks is W. E. Germain, a member of the board.

the life of the villagers and teams in various branches of sport have made Point Edward widely known. Yearly the senior hockey team distinguishes itself. Rugby, softball, tennis, etc., all thrive and village athletes have made a very substantial contribution to the personnel of the Sarnia Imperials, 1934 dominion champion rugbists.

Few Counties

(Continued From Page Four)

business reverses having overtaken his father, the family removed to New York City in 1838.

After four years' indifferent success in trade, Mr. Peter Brown established, in 1842, a newspaper in that city entitled the "British Chronicle," intended to be an organ of British opinion in the United States. The father, like his son, was a staunch loyalist, and he appears to have criticised United States institutions and manners with a freedom that was not pleasing to the New Yorkers.

George pushed the circulation and advertising of the Chronicle with untiring energy and he was engaged in that task when an event occurred which changed the current of his life. The Disruption movement was then going on in Scotland (it culminated in May 1843) and both father and son threw themselves, heart and soul, with Dr. Chalmers and the opponents of patronage in the Scottish Kirk.

Man of the Hour
The Clergy Reserves question in Canada also attracted their attention and George went to Canada early in 1843 to extend the circulation of the Chronicle. The friends of the Free Church were anxiously looking for some able and vigorous journalist to expound their views through the press and Mr. Brown appeared to be the very man for whom they were seeking. Hon. S. B. Harrison had an interview with him and being astonished at his keen insight into Canadian politics introduced him to Messrs Baldwin and Hincks. The result on this visit was the appearance of "The Banner" at Toronto on August 18, 1843 instead of the New York "British Chronicle."

"The Banner" was primarily a religious organ; still it took an active part in politics on the Reform side. It soon became evident that the paper was founded on too narrow a basis on March 5, 1844, the first number of "The Globe" was issued.

Mr. Brown progressed in public affairs rapidly thereafter and toward the close of 1851 he entered the House for the first time as member for Kent, which included Lambton. He became leader of the opposition and became premier in 1858.

Federal Union
On September 23, 1859, the Reform convention was held in Toronto, called by Hon. George Brown, at which 570 delegates, from all parts of Canada, were present. A federal union of the two provinces was proposed with two or more local legislatures and "some joint authority" to which should be committed matters of common concern to all. In February, 1860, Mr. Brown submitted the resolutions to the house but they were negated by a large majority.

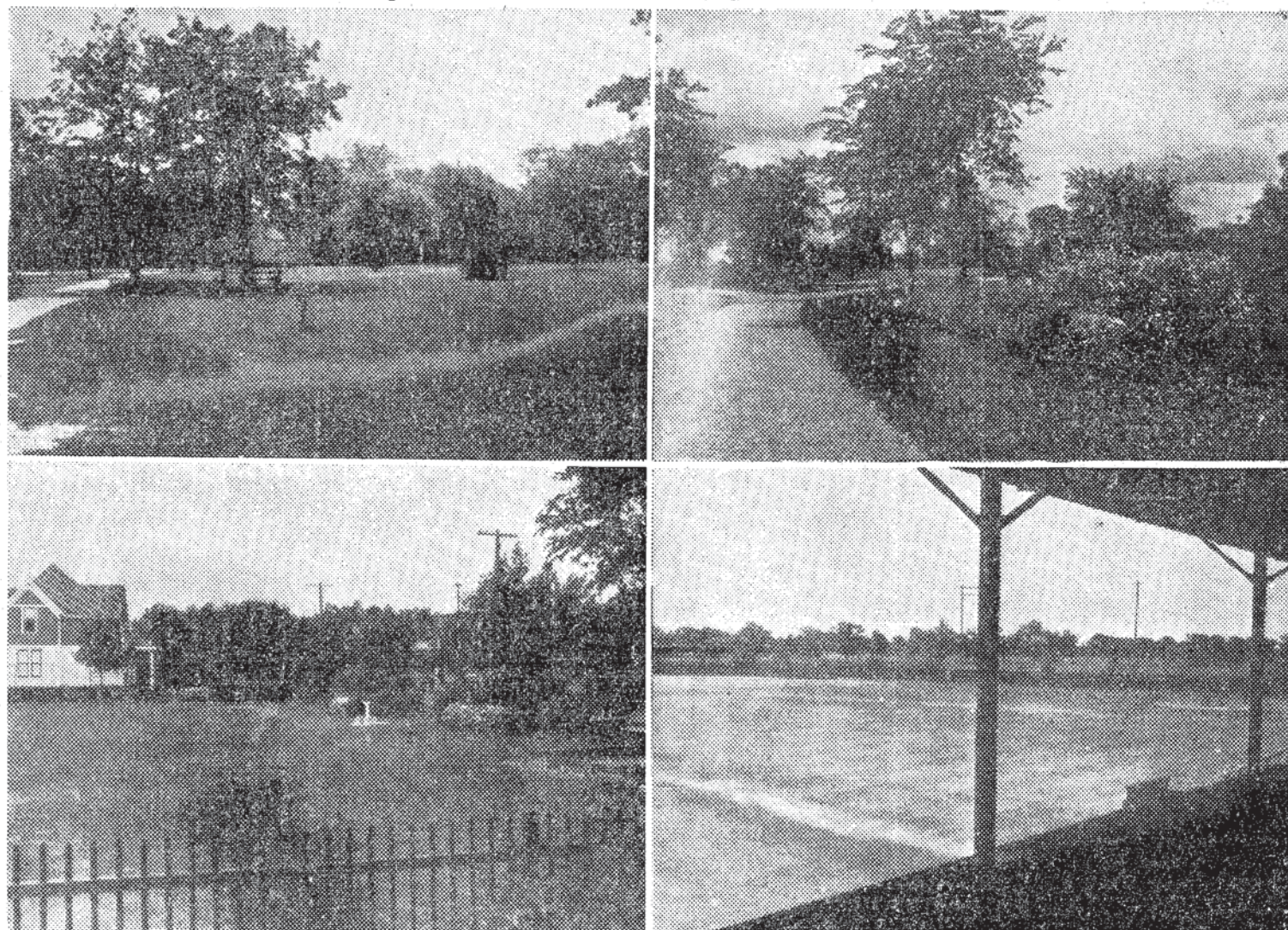
In 1861 the general elections took place and Mr. Brown lost his seat for East Toronto, his successful competitors being Mr. (afterwards Lieutenant Governor) Crawford. After a serious illness he went to Europe and married and on his return found the Sandfield-McDonald government in power, but he declined to support it. To his mind the ministers had abandoned the Upper Canada cause.

In 1863, Dr. Connor, solicitor general west, was elevated to the bench and Mr. Brown resolved to be a candidate. He was elected by an overwhelming majority for South Oxford and continued to represent it in the house until Confederation.

Dominion Of Canada
Mr. Brown called the Reform convention of June 27, 1867, when 53 were in attendance. Confederation was established on July 1, 1867. Undoubtedly Mr. Brown's action in 1854 and 1864 led to this magnificent result and he is therefore correctly called "The Father of Confederation."

On March 25, 1880, the world was astounded by the report that he had been shot by a former workman in the Globe pressroom. The workman who had been discharged for irregular habits, went to Mr. Brown's office with the intention of intimidating him. Bennett, the workman in question, was in the act of drawing a revolver

A Glimpse Of Sarnia's Playgrounds and Parks



Attractively arranged parks and playgrounds, well equipped and supervised are assets of the city. At the upper left is shown Elgin Park and a pretty corner of Tecumseh Park is shown at the top, right. In the lower left is Hanna park, where children

under 11 years romp in the summer months and the lower right shows the Athletic park with its well kept football and baseball fields.

Only One City

(Continued from Page 11)

1913 Wm. Heinderson, M.D. "
1914 Wm. Heinderson, M.D. "
1915 Wm. Heinderson, M.D. "
1916 Les. MacAdams "
1917 Les. MacAdams "
1918 Les. MacAdams "
1919 Les. MacAdams "
1920 John W. Smith "
1921 Jos. B. Dagan "
1922 Jas. C. Barr "
1923 Jas. C. Barr "
1924 Geo. N. Galloway "
1925 Geo. N. Galloway "
1926 Harold E. Fuller "
1927 Arthur Kirby "
1928 Jas. C. Barr "
1929 Jas. C. Barr "
1930 Jas. C. Barr "

1931 Jas. C. Barr "
1932 Thos. Bradley, M.D. "
1933 Ed. L. Bedard "
1934 Wm. F. Crompton "
1935 John T. Barbes "
1936 John T. Barbes "
The affairs of the waterworks department and the fire department were conducted under one committee until 1919, when the duties became too heavy and the departments began to operate independently under separate committees.

FEAR MUNITIONS BLAST

Honolulu.—(CP) —Guardians of an isolated navy ammunition dump at Lualualei, 25 miles from here, have requested that county workmen confine their dynamiting of a reservoir site to daylight hours.

Ross W. Gray

(Continued From Page Four)

three-cornered contest. In spite of the Liberal complexion, the riding

Forty-Two Years Of Continuous Service In The Coal and Wood Business

CITIZENS:

ACCEPT CONGRATULATIONS FROM ONE WHOSE BUSINESS IS NEARLY HALF AS OLD AS YOUR CITY. I APPRECIATE YOUR PATRONAGE AND HOPE THAT THIS CITY WILL CONTINUE TO MAKE STEADY PROGRESS. I HOPE THAT OLD BOYS VISITING THE CITY WILL MAKE IT A POINT TO CALL IN AND PAY ME A VISIT.

"SERVICE WITH A SMILE"

John Garroch

228 North Front St. Sarnia

WATER TRANSPORTATION IS INDUSTRIAL ADVANTAGE TO CITY

Oil Refining

(Continued from Page 12)

where else where corrosion is an important factor.

At present the factory is working day and night and has an average employment of 18 men. Most of the produce of the company is shipped from Sarnia by rail.

DOHERTY MANUFACTURING CO.

The Doherty Manufacturing Co., Ltd., was established in Sarnia in 1932 and is one of three early industries still occupying its original site. The ownership and management have always been in the hands of the Doherty family.

Stove-making is one of the most highly developed arts in Canada. The climate and the domestic habits of the people demand good stoves and the Canadian product has always been of the highest quality. The only comparison would be with stoves made in the United States, where about the same models are used but they have no advantage over Canadian have no advantage in quality or finish. In spite of higher producing costs the prices of Canadian stoves are distinctly lower.

Stove styles change much more rapidly than might be supposed. It is amusing to look over the early catalogues of the company. Of the old models the only one now being made is a handsome box stove. It is interesting to note that the fire wood is being cut and used then for many years.

The Doherty Company has always specialized in the highest class of kitchen ranges and cook stoves. The Radio cast range was specially designed for the heavy duty required by country homes in Quebec and many have been in use steadily for 15 or 20 years. Despite the long use of the stove there is hardly any demand for repair parts. The company is still supplying fire-box linings for models that have been in use for 30 years or more. At the present time there is a marked demand for ranges with elaborate enamel trimmings and the company has several popular lines.

In addition to stove-making the Doherty Company supplies a large tonnage of casings for other local industries. These are made to customers' patterns. In any industrial centre a foundry is a necessity for in addition to regular work, there are emergency jobs that require instant attention.

Although the depression has naturally affected all business in Sarnia the Doherty company has never shut down and has managed to keep its regular employees on a four-day week even under the most trying conditions. At present all departments are working five days a week.

W. L. Doherty, son of the founder of the industry is the president and general manager.

SARNIA ELEVATOR CO. LTD.
A local company promoted by A. R. Roberts and his associates was chartered in 1926 to construct a grain elevator at Sarnia. The company consisted of the Cleveland Sarnia Saw Mills Company Limited, the Macdonald Engineering Company of Canada, Limited, and 29 local shareholders. The officers

Story of Huge

Sarnia Refinery Grows

As the years progressed the Sarnia refinery grew in size, diversity of products and crude capacity. The stills today are capable of processing almost 24,000 barrels of crude oil daily, 23 times the amount possible in 1903. A fleet of tankers ply in and out all summer, carrying products as far east as Montreal and as far west as Fort William. Scores of tank cars owned by the company, pull out every day. The tankage necessary for all operations totals approximately 4,260,000 barrels. Some of these tanks hold 80,000 barrels alone and can accommodate a whole tennis court on their floors. To provide water for the condensers that cool the hot liquids, 18,000,000 gallons of water have to be pumped daily. The plant is a miniature city. A private telephone system connects all points on the refinery property, a lunch room is operated for the convenience of the office staff, an up-to-date first aid department is maintained. Each morning a population of close to 1,700 people is engulfed within its gates.

Humanitarian Policies
No account of the activities of Imperial Oil Limited would be complete without mention of its labor policies. Although the company has approximately 8,000 employees in its offices and refineries throughout Canada, it has never had a strike or lockout in its 54 years of operation. Apart from the humanitarian motives dictating the policy, there appears to be a good measure of justice in the manner of dealing with promotions in the several classes of labor, from the unskilled general laborer to the foreman. The employees know where they are and what to expect as a reward for efficiency and good service.

The company operates without contribution from employees, the Sickness and Death Benefits plan and the Pension plan. The Pension plan also has a contributory feature to supplement the pension provided by the company.

In addition to the death benefits, there is a group insurance available to all employees with more than three months' service, of a permanent nature. Finally, there have been Co-Operative Investment trusts open to all employees with more than one year of service whereby these employees were encouraged to make further provision for the future by acquiring stock in the company on very advantageous terms.

of this company were: president, W. A. Saurwein, vice-president, A. R. Roberts and secretary, N. L. LeSueur. Construction began in March 1927 and the first 1,000,000 bushel unit was ready for operation in the fall of that year.

In September 1928 the original company sold out to Toronto Elevators Limited. A year later a 2,000,000 bushel addition was constructed to bring the total capacity of the elevator to 3,000,000 bushels.

The elevator provides storage for grain from the Head of the Lakes and also for Ontario wheat. Later the grain is forwarded to mills in Ontario or to Atlantic ports for the export trade. The company maintains a permanent staff of from 19 to 25 employees and gives employment to much casual labor from time to time.

The officers of the company are: president, James Playfair of Midland; vice-president, Peter Paton; secretary, J. A. Smith and the directors are G. C. Leitch, F. T. Carnegie and H. N. Bawden. The two city representatives on the directors are Aldermen Barnes and A. W. Tennant. G. C. Irwin is plant superintendent.

CITIES BUS SERVICES LIMITED

The problem of adequate transportation facilities in Sarnia and Point Edward has been solved by the Cities Bus Services Limited which provides rapid and safe transportation in and between the two communities.

In August 1931 the Sarnia Bus Company was organized and commenced operations the following month with four buses. Adopting a progressive policy the company steadily expanded its services in proportion to the growing demands of the city. Now it operates nine units consisting of six units for city service and three highway units for special charter work. The most recent addition to the fleet was a new, 30 passenger, deluxe par-coach of the latest design, for use in charter service.

The successful operation of the company necessitated in 1933, the purchase of property and the construction of a garage for the care of rolling stock. The garage is situated on the corner of the main thoroughfare for the maintenance of the buses which each travel on the average of 200 miles a day. In the same year the company expanded into Stratford with two buses in that city.

Steady expansion has meant an increase in employment. At present the company has 15 regular and three spare employees in Sarnia and five in Stratford. In 1935 the payroll in Sarnia amounted to more than \$18,000.

Last year 683,000 passengers were carried in Sarnia and the company has not had a single fatal accident since it commenced operation.

In January 1936 the Sarnia Bus Company amalgamated with the Cities Bus Service Company Limited to form the Cities Bus Services Limited. The directors are: Dr. A. R. McMillen, W. D. Reid, Walter Harold, J. L. McRitchie, N. L. LeSueur, K.C., W. J. Batten and R. Carpenter. The officers are Dr. A. R. McMillen, W. D. Reid, Walter Harold and J. L. McRitchie. M. S. Mackey is general manager for Sarnia and Stratford.

Cities Bus Services Limited is agent for Canadian Greyhound Lines, Central Ontario Bus Line, Dominion Transportation Company, the Owen Sound Transportation Company and the Seaway Lines.

THE DOMINION SALT CO. LTD.

In 1904 the Empire Salt Company Limited was organized to exploit the vast mineral salt wealth underlying the Sarnia district. The company was founded by the late J. I. Carter who, with the late C. H. Rogers, J. M. Diver and the late J. H. Kittermaster and A. H. Burnham as co-directors, erected and equipped a salt plant at Sarnia with a capacity of approximately 40 barrels a day, operated by a staff of twenty employees.

A reorganization took place in 1916 when a charter was obtained by the Dominion Salt Company Limited. Under the direction of Mr. Rogers as 1st vice-president and general manager, the capacity of the plant was increased to 1,400 barrels a day. Again in 1926 the plant was further improved by the installation of multiple effect evaporators which increased the capacity by 50 percent.

In 1928 the company purchased the plant and 100 acre land tract of the Cleveland-Sarnia Sawmills Company and at the same time became incorporated under Dominion charter. The officers are president A. J. Mitchell, vice-president I. C. Hall, and the directors are A. J. Mitchell, I. C. Hall & G. O. Thompson, D. B. Hanna, W. A. Walker, J. J. Page and J. H. Danner.

An interesting sidelight on the salt industry of Sarnia is the fact that the Dominion Salt Company has enough raw material in the ground to last, at the present rate of production, for 1,000 years. Further it is estimated that Southwestern Ontario can supply the salt needs of the world for 90,000 years.

The Dominion Salt Company Limited with a yearly output of 500,000 barrels of salt mined and manufactured in Sarnia, provides steady employment for about 75 people.

The plant is strategically situated on the shores of Sarnia bay to take advantage of rail and water transportation in shipping its products to markets from coast to coast in Canada, Newfoundland, Bermuda, the British West Indies, Central America, Australia, New Zealand and China. The company manufactures salt for domestic and industrial consumption.

THE KING MILLING CO., LTD

The King Milling Co. Ltd., is not only the oldest but one of the most substantial smaller industries in the city. The first mill was built in the year 1845 and taken over by the late James King in 1870. The present mill is the third to occupy the same site, with a frontage on the river extending through to Front street.

The first mill was small but served adequately the small community of that time. The grinding was done with mill stones operated by steam power and using wood for fuel. The present mill is a substantial brick structure forming a prominent feature of the Sarnia skyline as viewed from the river. It is operated by hydro power and modern in every detail. The mill stones have been replaced by the new roller process for grinding, and the capacity of the mill has been increased from the original 50 barrels a day to the present 150 barrels of flour a day.

The situation of the mills is very favorable for getting supplies of hard wheat from the west and also for getting Ontario fall wheat. Lambton county is one of the chief producers of Ontario fall wheat which is used to make the "White Satin" pastry flour. Western hard wheat is used for bakers' flour and for "Bonnie Doon" bread flour. A considerable part of the King Milling Company's output goes to bakers in Sarnia and throughout the county. The company has an active trade, domestic and export, but concentrates largely on the City of Sarnia and surrounding territory. Motor trucks and paved highways made it possible to serve the district more efficiently than ever before.

The officers of the company are: David W. Rennie, president; Alex. T. Crookard, vice-president and Miss Mary D. Chester, secretary-treasurer.

SARNIA BRIDGE CO., LTD.

The Sarnia Bridge Company, Limited started in 1907 with a plant situated near the present Pere Marquette Railway station. In 1909 the scene of activities shifted to the site now occupied and a steel frame building 100 feet long by 80 feet wide was erected. In 1917 the plant was enlarged to dimensions of 105 by 260 feet. At the same time a new office building was erected. During the war a large traveling crane 80 feet wide and 360 feet long was constructed alongside the main building. The crane is capable of lifting 40 tons and is used for loading railroad cars.

The firm confined itself to the manufacture of structural steel for bridges until 1925 when it undertook the production of Massillon Bar steel joists. This necessitated widening the plant another 45 feet. New lines have been added from time to time and now the company has a wide range of products including structural steel for bridges and steel joists, Massillon Bar joists, steel roof decking, bank vault reinforcing, a steel tie for street railways, special bridge flooring, etc. The most recent addition is a pneumatic road planer for gravel roads.

About 50 percent of rolled steel used in the production of structural steel has to be imported from mills in Great Britain and the United States. However, lately the Sarnia Bridge Company has been able to increase the proportion of this type of material bought in Canada as the Canadian rolling mills have increased their range of sizes.

Sarnia Bridge Company structural steel is found in buildings across the Dominion. They include the Electric Auto-Lite plant at Sarnia, the Ford hotel, Toronto, the Huron and Erie building, London, the Alford building, Montreal, the Montreal General hospital, the National Research building, Ottawa, the Medical Arts building, Toronto and the Hotel Saskatchewan, Regina.

The officers of the company are: president, R. M. Norton; general manager, F. J. Scupholme; secretary-treasurer, W. B. Norton. Offices are maintained in Toronto and Montreal.

LAIDLAW, BELTON LUMBER CO.

Forty years ago the late Robert Laidlaw commenced shipping lumber from sawmills situated on Lake Huron to the port of Sarnia where the lumber was transferred to cars and shipped to various lumber yards throughout Ontario. Mr. Laidlaw entered the lumber business in 1874 and early in the 90's, Geo. H. Belton of London became associated in a partnership with Mr. Laidlaw. An extensive wholesale business developed out of Sarnia and a permanent office was opened here in 1899.

In 1901 Chester H. Belton left the University of Toronto and came to Sarnia and has been associated with the company ever since. In 1912 the R. Laidlaw Lumber Company purchased an existing lumber business in the city. At the time of this purchase the R. Laidlaw Lumber Company entered the retail lumber business at Sarnia and has continued in both the wholesale and retail business since that time. In 1922 the company was incorporated and while the interests remained the same, the name was changed to Laidlaw, Belton Lumber Company Limited. The company built a new mill after a fire in 1928 and now operates the most modern mill and factory in Western Ontario, occupying over ten acres of ground on the river front.

In addition to the operations at Sarnia, the Laidlaw, Belton Lumber Company Limited finances a number of lumber operators. This season the company is producing logs and lumber through four different operators in Northern Quebec and Ontario. The lumber manufactured at northern points is shipped chiefly in carload lots directly to retail yards and manufacturers throughout Ontario, Quebec and the United States.

The general offices of the company are located at Sarnia. C. H. Belton is managing director, L. H. Richards, sales manager, William Gauld, superintendent and William Scarrow factory superintendent. The company employs a large number of men handling lumber off boats during the navigation season. This year the Laidlaw, Belton Lumber Company Limited will receive 5,000,000 feet of lumber by boat and also 100,000 pieces of cedar. This will be handled at the Sarnia docks and means the expenditure of a large amount of money in labor.

The products of the company

are sold to lumber traders throughout Ontario by S. C. Slater and Thomas D. Belton. The organization is now one of the oldest in the province and its interests have spread to a number of other cities and towns in Ontario.

The George H. Belton Lumber Company Limited at London which was established by the late James H. Belton, father of C. H. Belton of this city, is closely affiliated with the Sarnia organization.

SARNIA CEMENT PRODUCTS CO.

The Sarnia Cement Products Co. Ltd., situated southwest of Sarnia park on the shores of Lake Huron, was started as a partnership in 1913 by Walter D. Reid and George R. McGee. Originally the firm had 18 acres of gravel-bearing land but for 7 or 8 years concentrated on the cement block and tile business. Then, in 1927, A. E. MacDonald entered into partnership with Mr. Reid and in the spring of 1928 the firm started in the gravel business in contract with the firm of Merlo, Merlo and Ray of Windsor. A breakwater costing \$140,000 was built out into the lake and in 1929 the company extracted 150,000 yards of gravel from the pit on the property. The pit now resembles a small sheltered harbor into which gravel boats can be towed to load up with gravel.

In 1930 the company was reorganized and chartered with Dr. A. R. McMillen, Frank Jones, Jack Murray, H. E. Fuller and W. D. Reid as directors.

Now the company handles a full line of builders' supplies, cement vaults, blocks and tile, sand and gravel.

The builders' supply business and the cement vault business is mostly local while the tile business extends over Sombra, Moore and Sarnia townships. The company is in a very favorable situation being able to load gravel boats right in the pit where the gravel is found. The boats of the Wallaceburg Sand and Gravel Co., Ltd., then take the gravel to Port Huron, Detroit and Windsor. Last year 50,000 yards of gravel was extracted from the pit.

At present the company owns 18 acres of land and leases 20 more from the government. The officers are: W. D. Reid, president, Dr. A. R. McMillen, vice-president, Jack Murray, secretary; Frank Jones, treasurer and H. E. Fuller, director. **GRACE BUILDERS' SUPPLIES**
In 1889 the late Andrew Lockhart, father of Homer Lockhart of this city founded the business now operated as Grace Builders' Supplies.

The first warehouse was situated on College avenue and it supplied building material to the public for 27 years. On the death of Mr. Lockhart the business was purchased and operated by Robert Ross until he sold to Frank Gutteridge. As Mr. Gutteridge was interested mainly in the contracting business he took William Sullivan into partnership to look after the supply end of the business. This partnership was dissolved in 1911 and the business continued under the ownership of Mr. Gutteridge. At this time delivery was taken care of by two horses and one warehouse man looked after the stock and made cement blocks in his spare time.

In 1916 Thomas Grace who had been contracting for some years in the city took a half interest in the business. A new site was procured at the corner of Devine and Christina streets and an office and a modern reinforced concrete warehouse were built. The business was carried on under the firm name of Gutteridge and Grace until the death of Mr. Gutteridge in 1918 at which time Thomas Grace took over the sole ownership. In 1920 it was found necessary to extend the warehouse 50 feet and again in 1925 a forty foot addition was constructed.

The policy of the firm from the beginning was to give good service and supply the best of materials at the right price. With this end in view the warehousing facilities and delivery equipment were built up to be second to none in Ontario. Business continued to increase so that, even with the efficient handling of materials now possible in the warehouse, it was found necessary to operate four two-ton trucks.

On the death of Thomas Grace in 1931 the business was taken over by his son, Charles Grace, the present owner. Although business dropped off somewhat during the depression the firm has now three new two-ton trucks in operation.

DOMINION ALLOY STEEL CORPORATION, LTD.

The Dominion Alloy Steel Corporation Ltd. was organized in 1921 and a factory was erected at the south end of the city in 1924. This factory is ideally situated from a manufacturing and distribution standpoint, and the mill has the distinction of being almost self-sustaining. The 250-acre property of the corporation has a 4,000 foot frontage on the St. Clair river and the mill is equipped to pump its own water from the river and to generate its own power. It employs between 50 and 75 men and has an annual payroll of \$120,000.

W. B. Boyd, president of the corporation, an electrical engineer of wide experience and a businessman of foresight was formerly associated with Sir William Mackenzie in the construction of a pioneer power plant at Niagara Falls, Ontario. He was also associated with the Toronto and Niagara Power Co., and was responsible for the construction of an 80-mile transmission line to supply Toronto with electricity. For many years he was chief engineer of the Toronto Electric Co. His reputation as an engineer of outstanding ability resulted in his election as a member of the Institute of Electrical Engineers of Great Britain. Thus when the opportunity occurred to effect a closer union between the Canadian steel industry and the British construction industry, Mr. Boyd was chosen as the logical

man to head the new enterprise.

Empire Product

For the production of "100 percent empire" galvanized steel sheets which carry the name Sarnia across the Dominion and to markets in distant parts of the British Empire, the factory is equipped with two galvanizing furnaces with a capacity of 30,000 tons a year and pickling tanks with a capacity of 35,000 tons a year. The company manufacturers "Dacon" and "Daskeen" zinc galvanized sheets and "Indian Chief" copper bearing galvanized sheets. The construction materials have been especially designed to resist the destructive powers of corrosive elements and are used extensively wherever corrosion is an important question.

Under the guiding hand of Mr. Boyd, the corporation has increased its output steadily. Only recently the factory received one of the largest rail shipments of black base metal sheets ever transported. The consignment consisted of 2,500 tons of metal valued at approximately \$125,000. The company's product is manufactured from Empire goods completely. The zinc for galvanizing comes from British Columbia and the black base steel sheets are imported from South Wales.

Important to Sarnia

The industry is an important one to Sarnia, Canada and the Empire. The corporation makes an annual outlay of \$1,330,000 for more than 21,000 tons of sheet steel imported from Great Britain to be galvanized at Sarnia. The Canadian government benefits to the extent of \$35,000 in import duties paid on these sheets. Rail and water shipments cost annually \$189,000 which is distributed to shipping and railway companies in Canada and Great Britain. Other purchases made in Sarnia and elsewhere amount to over \$350,000 and the total annual outlay of the corporation is \$2,034,000.

The finished sheets find a variety of uses in the construction of public and private buildings, corrugated roofing and siding, metal ceilings and walls, eavestroughing, oil drums, storage tanks, threshing machines, railway car roofings, coal mine chutes, washing machines, etc.

HOLMES FOUNDRY CO. LTD.

The Canadian branch of the Holmes Foundry Co., Ltd., was incorporated in Canada in 1918 and a large factory was constructed on

Exmouth street. It was through this company that Sarnia was to share in the great Canadian automobile industry. The factory commenced operation in the fall of 1919 employing about 85 men. Since then the foundry has been in almost continuous production and although the automobile industry necessarily implies seasonal fluctuations, employment has grown with the expansion of the industry, until now the factory provides work for about 325 men on the average.

At present the foundry produces chiefly engine blocks for the Ford Motor Co., of Canada, Ltd. The factory has a capacity of 75 tons of high grade automobile grey iron castings per day. Practically the entire output of the foundry is shipped by truck to Windsor.

This company operates three foundries in Port Huron, Michigan, and one in Sarnia. The officers of the company are: L. G. Blunt, president and treasurer; W. B. Millholland, vice-president; C. L. Kronner, secretary; F. P. Dawson, K.C., director and R. B. Simmons, director.

ELECTRIC AUTO-LITE LTD

Electric Auto-Lite Ltd., one of Sarnia's newest industries was brought to the city through the efforts of the Chamber of Commerce and with the help of local capital. In October 1929 negotiations commenced with the Electric Auto-Lite Company of Toledo, Ohio, for the establishment of a Canadian factory. The arrangements were successfully completed and the Canadian branch became incorporated on January 1, 1930. A building, 340 feet long and 150 feet wide was erected on the outskirts of Sarnia just north of the Holmes Foundry Co., Ltd.

The factory commenced operations in the spring of 1930 manufacturing electrical automobile parts such as generators, starting motors, distributors, ignition coils etc. The industry has been characterized by steady expansion and now the building is literally jammed with expensive machinery. Two years ago several new lines of production were added when the company began to manufacture radio parts including variable condensers, carbon resistors, paper condensers, dry electrolytic condensers, etc. These units are made for most of the radio manufacturers in Canada.

In spite of the fact that the Canadian factory got under way just

at the beginning of the depression, production has been maintained at a reasonably steady flow. When the factory first commenced operations it employed between 130 and 140 persons. Last year the company had an average employment of nearly 350 persons. The fact that since locating in Sarnia the company has paid \$1,250,000 in wages in this district gives some idea of importance of the industry to this community.

CANADIAN TINPLATE CO. LTD.

The most recent large addition to Sarnia's industrial development is the Canadian Tinplate Co. Ltd. which manufactures a product of entirely British origin for the Can-

adian market exclusively.

The company came to Sarnia in 1933 and commenced operations in December of that year, in the building of the Dominion Alloy Steel Corporation Ltd. situated south of the city. Since then the factory has been in operation continuously providing steady employment for nearly 50 people.

The company is essentially British in origin and is a strong supporter of intra-Empire trade. It is the only Canadian branch of Richard Thomas and Co., Ltd., the largest producer of tin plate and sheets in Great Britain. Recently the parent organization launched a

Continued on Page 10 3rd Section

Sir John Colborne

(Continued From Page 3)

the desperate struggle which closed with the death of Sir John Moore at Corunna. In his dying moments Sir John dictated a despatch to England commending Colborne for his gallant conduct and recommending him for promotion. Soon after Colborne received a commission as Lieutenant-Colonel of the 52nd regiment and later as colonel of this regiment, he charged and broke Napoleon's Old Guard at Waterloo.

In 1812 Colborne was appointed Governor of Guernsey, one of the Channel Islands, the Roman name for which was Sarnia. Seven years later he became Governor of Upper Canada and in 1829 he founded Upper Canada college. In the same year a government surveyor laid out two townships which Sir John Colborne named "Sarnia" from the Roman name of Guernsey, and "Moore" in honor of his late lamented leader.

Settles Controversy

In 1835 Sir John Colborne paid his initial visit to The Rapids where he discovered that the inhabitants were engaged in a controversy as to the future name of the municipality. While there was no desire to keep the name "The Rapids" it appeared to be impossible to agree on a new one. There were conflicting opinions. The English wanted the name Buenos Ayres while the Scottish residents demanded that the village be called New Glasgow. It was at the height of the controversy that Sir John Colborne appeared on the scene and he was asked to make a decision. Characteristic of a wise governor, Sir John favored neither Buenos Ayres nor New Glasgow, but suggested Sarnia, the ancient Roman name for Guernsey Island, of which he had been governor before coming to Canada. It was also the name he had given to the township.

Formal adoption of the name Sarnia was carried out at the first town meeting held on January 4, 1836, when, by a vote of 26 to 16, Sir John Colborne's suggestion was approved and the village was hereafter known as Port Sarnia. Subsequently the prefix was dropped.

Sarnia's Smartest Fashion Store

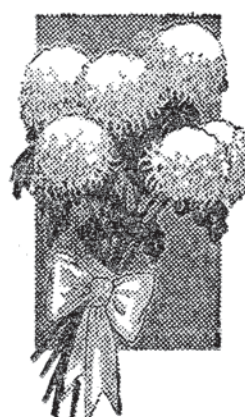


featuring

Coats and Dresses that smart women wear

It's a fact that Wolf Bros. Ltd., of London and Sarnia stand as the smartest, most complete ladies ready-to-wear stores in Western Ontario . . .

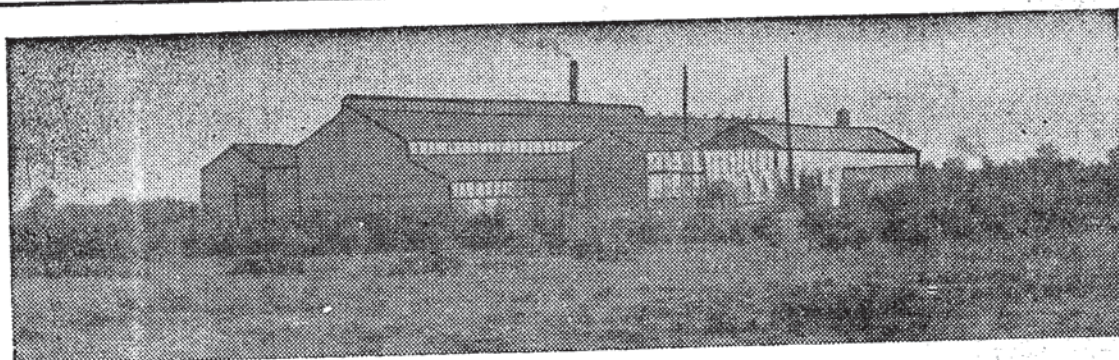
featuring lovely feminine evening apparel, clever sports costumes and exquisite street and afternoon clothing—in fact, everything in outerwear that smart women demand.



On this occasion of our city's 100th birthday, we extend to all residents the wish for many more years of health and prosperity.

Wolf Bros. Ltd.
100th BIRTHDAY

PHONE 2064
127 N. FRONT ST.



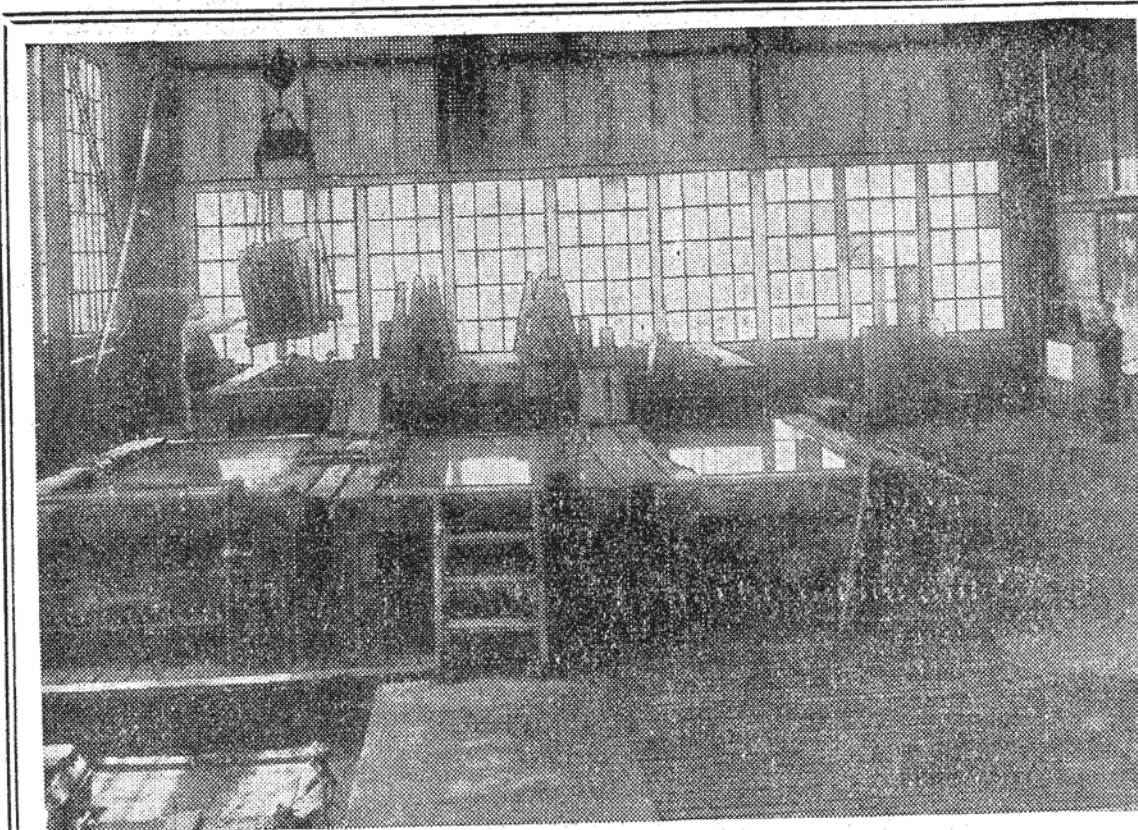
This modern plant located on 250 acres of the company's property having 4,000 foot frontage on the River St. Clair.

THE HOME OF DASCON, INDIAN CHIEF AND DASKEEN



760 tons finished stock—approximate value \$60,000 Photo of warehouse from north end, June 18, 1936.

Illustrations show the large stocks of both the company's finished and semi-finished products—with approximate values. The Dominion Alloy Steel Co. Ltd., annually makes an outlay of \$2,034,350. Steel sheets for processing cost annually \$1,330,000. This sum represents the payments for over twenty-one thousand tons of unfinished product. The duty payment on these sheets amounts to \$35,000. The freight charges on rail and water shipments cost \$189,000. The company makes local contributions to the extent of \$350.00. Sundry purchases, many of them made in the city, run about the \$350,000 mark. These outlays including wages payments and currency exchange make the annual outlay amount to over \$2,000,000.



Pickling department, capacity 35,000 tons

Galvanized sheets are used for manufacturing corrugated roofing and siding, metal and down pipes, stove pipes, furnace pipes and casings, air ducts, air conditioners, pails, tubs, etc., oil drums and storage tanks, refrigerators of all kinds, culverts and well casings, agricultural implements, threshing machines, railway car roofings coal mine chutes, industrial buildings, underground tanks, washing machines and stoves. Etc., Etc.

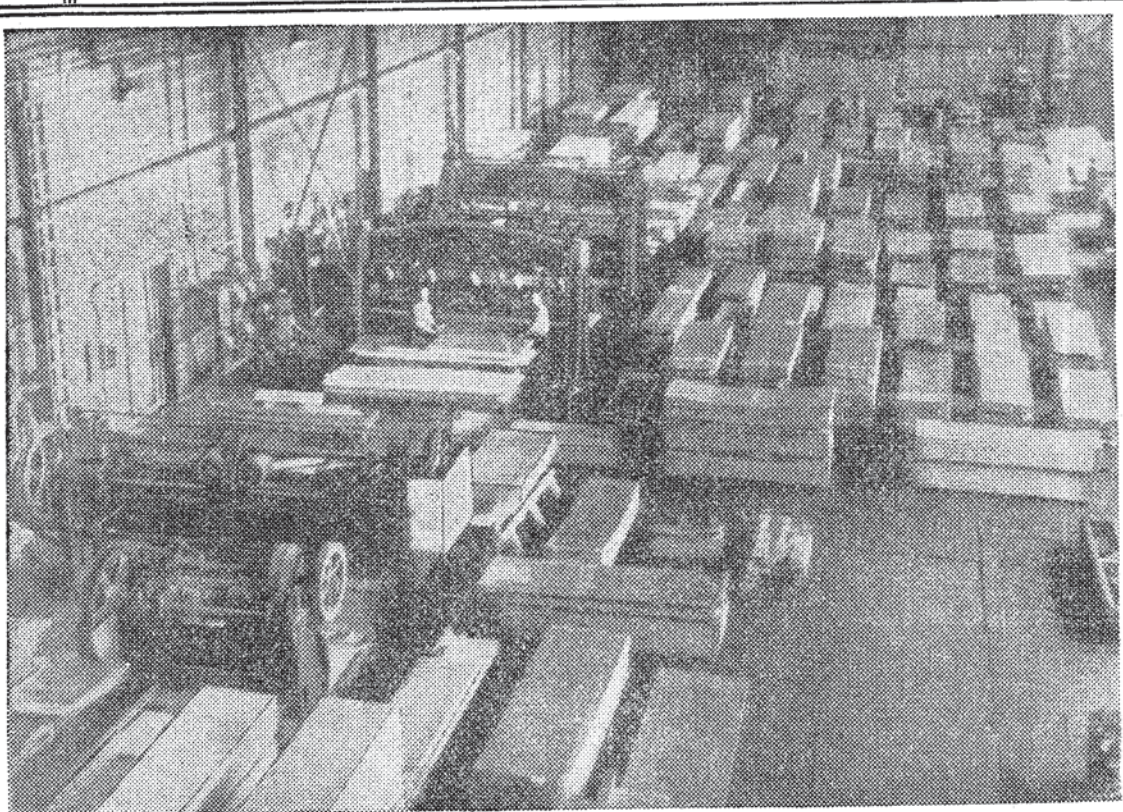


INDIAN CHIEF
A Genuine Copper Alloy Steel

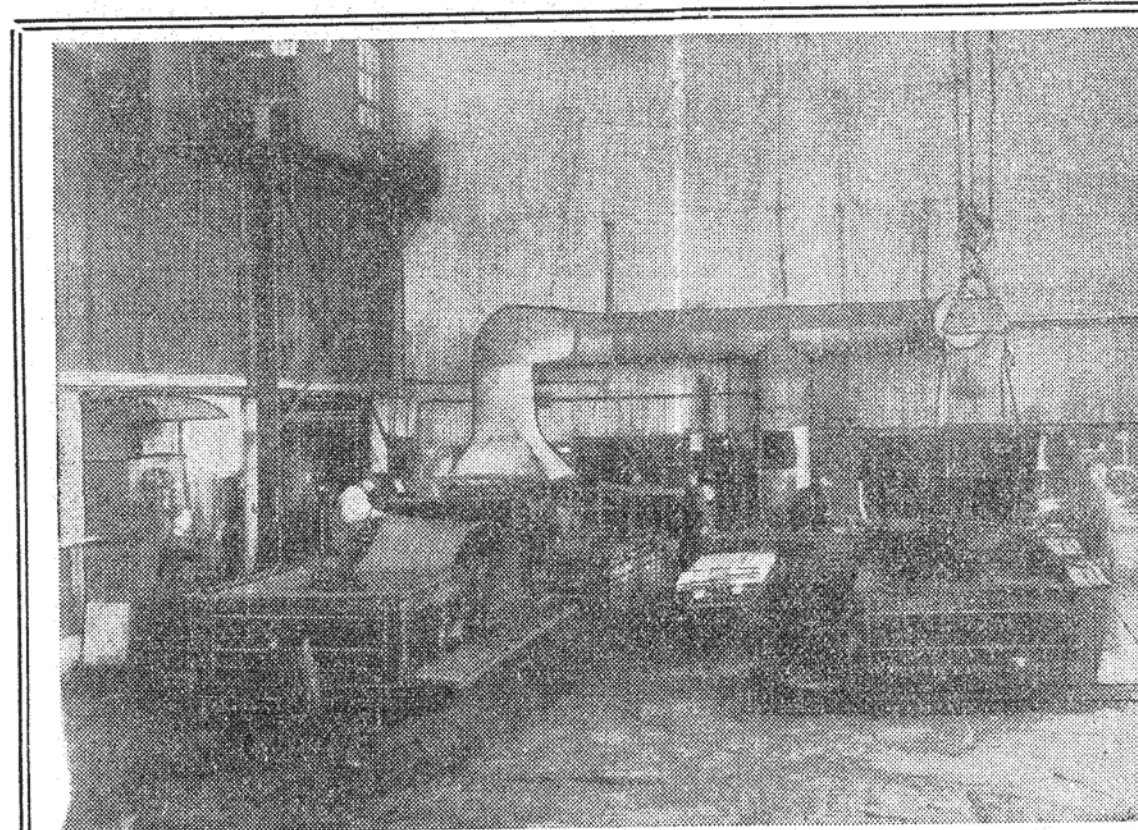
DASCON
A Plain Open Hearth Steel

DASKEEN
Alloyed With Copper

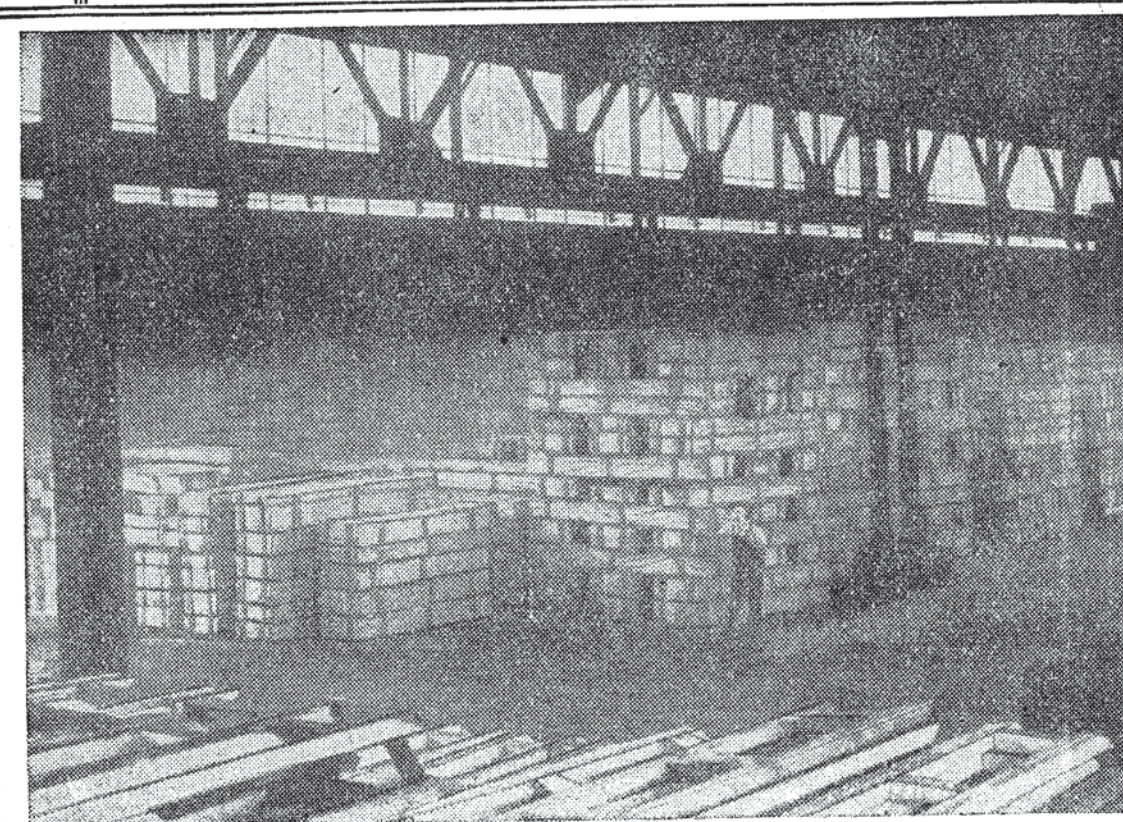
These three brands of galvanized steel sheets, products of Sarnia have won a name for themselves on Canadian markets and are in great demand by heating contractors, tinsmiths and fabricators, who require uniform quality sheets specially developed to withstand corrosion and climatic conditions as well as satisfactory working and deep drawing qualities. They are of complete Empire production as the steel base is manufactured in Great Britain by the Grovesend Steel and Tinplate Company. The base is heavily and uniformly coated with prime cadmate zinc mined and smelted in Trail B.C., (and not with zinc refined from dross). The transportation of these sheets which are fully processed and distributed to different markets from Sarnia means a great deal to the Railways of Canada.



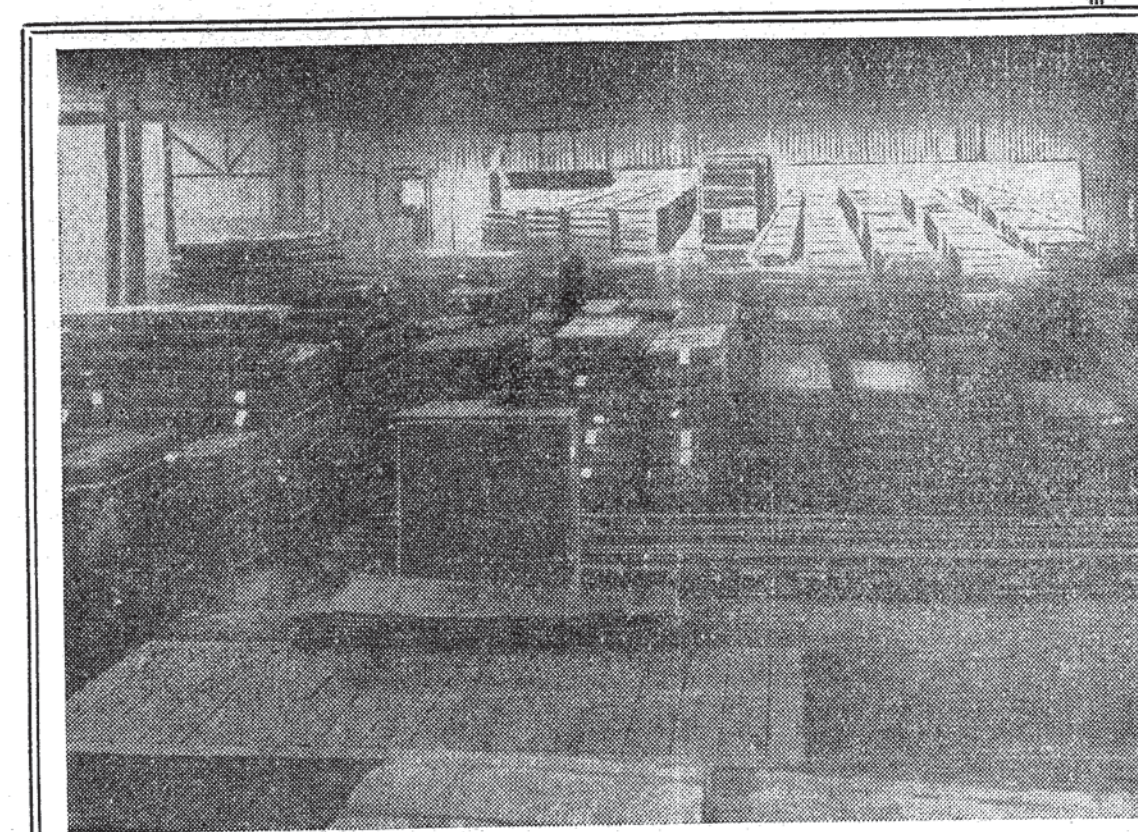
Warehouse from south end showing another view of the \$60,000 warehouse stock, June 18, 1936.



Two galvanizing furnaces, capacity 30,000 tons.



A corner showing black base culvert stock, June 18, 1936—2,500 tons. Approximate value \$125,000.



Stock of commercial black, and black sheets for galvanizing in main building 4,000 tons. Approximate value \$240,000.



DOMINION ALLOY STEEL CORPORATION LTD.
HEAD OFFICE AND MILLS—SARNIA, ONTARIO
EXECUTIVE OFFICE: 406 DOMINION BANK BUILDING, TORONTO

PROUD DAY WHEN SARNIA ACQUIRED THE STATUS OF A CITY

Visit of Duke and Duchess of Connaught In 1914 Was Occasion For Much Rejoicing--Late Rev. Dr. John Morrison Wrote History of City

The following article descriptive of early Sarnia was written in connection with the visit of H.R.H., the Duke of Connaught then Governor-General and the Duchess of Connaught, on May 7, 1914, when Sarnia was made a city. The article was from the pen of the late Rev. John Morrison, D.D., who wrote under the nom de plume of Will Dallas.

Who were the first inhabitants of our beloved Canada? No man knows. Did they come from Asia by way of the Aleutian Isles? Did they come by way of the lost Atlantis? Those Greek writers tell us was an island lying partly between the pillars of Hercules, but mostly beyond them, stretching away into the Atlantic ocean, and that beyond Atlantis lay other islands, by means of which another continent farther west might be reached. Plato in two of his dialogues speaks of Atlantis. Did they come from the south, driven north by some stronger war-like race?

Found Civilization

Spanish discoverers and explorers four centuries ago, found a wonderful life and civilization among the Aztecs, then inhabiting the central and some of the southern portions of the American continent. These had, it was soon learned, taken the place of the Toltecs, whose wonderful ruins cities no less than forty-three in number, in Honduras and Yucatan have been a wonder to all modern eyes of those daring enough to explore the jungle by which they are now overgrown. Are our North American Indians descendants of one or other of those ancient and mighty peoples, driven north in some way? We might believe so, for war seems always to have been the play of those mid-American peoples.

When Champlain sailed from Honfleur, April 13, 1608, to found a settlement on the river St. Lawrence, a member of his company was a youth, Steven Brule. Two years after, in 1610, Brule went sent by his commander to accompany Algonquin Indians to what is now Ontario, that he might learn the language and spy out the land.

Great Explorer

Brule became a great explorer. He was the first white man to stand on the shores of Lake Nipissing or to descend the French river. He it was who discovered Lake Ontario, Lake Erie, Lake Superior and Lake Huron. He was the first white man to explore the western portion of our garden province, and his feet may have trod the soil of our new born city, as his canoe undoubtedly, cleft the blue waters of our splendid St. Clair. Remember, this work in its beginning was before the Pilgrim Fathers landed on the Mayflower on Plymouth Rock, and all of his work completed while those people were trying to establish their colony, for he was barbarously murdered, and his body eaten by the savage Indians, somewhere in the Georgian Bay region in 1622. Such in brief was the life work and end of the first white man to visit the site of our beautiful city.

In that far away time, the south and western portion of our fair province, from the sounding cataract of Niagara to the water front connecting lakes Erie and Huron, was occupied by an Indian tribe called by the French, the "Neutrals," because in the terrible wars between the Iroquois and Hurons, they maintained neutrality.

Three large towns, cities if you will, in this western part were centres from which radiated the activity of primitive life. St. Michael, St. Joseph and St. Francois. These names were given by the Jesuit missionaries who followed Brule's explorations.

Town of St. Francois

St. Michael was situated in Essex, St. Joseph in Kent County, and St. Francois northeast of Sarnia, the exact location of any being not known.

In the years 1649 to 1653 the entire Indian life of northwestern Ontario was destroyed or driven out by the blood-thirsty Iroquois, and for one hundred years was without permanent human settlement, being the great game preserve of the conquering nation. Slowly then other Indians came and recolonized it. Then we have the coming of the white settlers.

Tradition, if not history, credits a family of the name of LaForge as being the first to settle on the land now occupied by our city of Sarnia, where the official surveyors of the township found evidence of long occupation and much prosperity, when in 1829, they came to survey the land, those who lived here having only "squatter's rights."

The Crown Lands Department of the province has written the official record, which is as follows: "The township of Sarnia was surveyed partly by Deputy Surveyor Roswell Mount, under instructions from the Surveyor

General, bearing date 8th of April, 1829, and partly by Deputy Surveyor Peter Carroll, under instructions from the Commissioner of Crown Lands, bearing date 23rd of April, 1835."

While Corunna was laid out by the government in 1835, and Errol (the present generation never heard tell of it), in 1838, it remained to private enterprise to plot out the embryonic plan of the future city, in the year 1838, Malcolm Cameron, a lumberman from Perth, being generally credited as the man who started it. His influence here, and the distribution in the old land of a small book, "Statistical Sketches of Upper Canada, by a Backwoodsman," the author being Dr. (Tiger) Dunlop, of Gairbraid, Huron Tract, are recorded. In this exceedingly rare book, a copy of which we are fortunate enough to possess, he declares his motive in writing it to be "sheer laziness." To save writing answers to his voluminous correspondents, he referred them after the manner of the late worthy Mr. Abernethy, to "certain pages of My Book." This was published in 1832.

Course Was Not Smooth

"The course of true love never did run smooth. So may it be said of naming new places. From 1838, when the village was founded, to 1854 it was called "The Rapids." England and Scotland have had their differences in opinion, and oftentimes did they pass that determination to differ, across the Atlantic. So it was in that early day. They were agreed that the name they had was not the best, but at that point all agreement ceased. The English contingent wanted "Buenos Ayres," the Scotch were firm set on "Glasgow."

In 1835 while the controversy was at its highest, a visit was paid by Sir John Colborne, the first Governor-General, to visit this part of "the Dominion beyond the Sea." He came specifically with the object of selecting a site for a military post, as an offset to the U.S. post, Fort Gratiot, which had been established by the United States government in 1814. He failed to decide upon a location and the scheme was abandoned.

At the time of his visit "The Rapids" consisted of one frame house and about a dozen log buildings all on the east side of the present Front street. One palace hotel stood on the site now occupied by The Belchamber. It was built of logs, two stories high, each story being one large room, and afterward was known as the double N. I. Because of this fact, a man unable to read was engaged to paint a sign with the one word INN upon it, then hang it up. He followed copy in painting it, but unfortunately hung it upside down, hence the droll name given it in speech, and early local history.

The matter of a name was referred to Sir John, who, wise man that he was, decided neutral ground between the two actions would be the better, and suggested that it be given the same name as the township, viz. Sarnia, which was the old Roman name for the island of Guernsey, of which before coming to Canada he had been Governor. Then began a battle royal. The English lined up behind the suggestion of Sir John, the Scotch clung persistently to Glasgow.

The first municipal meeting was to be held Jan. 1, 1836, and it was agreed to vote upon it, the majority to carry. The auspicious day arrived. The Scotch formed a procession, carrying a banner inscribed with the slogan, "Let Glasgow Flourish." We are not sure but the skirl of the pipes was heard also. However, the English carried the day, and to avoid any mixup, the word Port was affixed, and Port Sarnia was officially declared to be the name. The Scotch die hard, and as late as 1862, some at least of that blood were still advertising their places as business as on "Trongate Street," but eventually "Front Street" won out, and "Front Street" it is today.

The official returns for 1836 show for the township and newly organized town taken together, forty-four taxpayers, with assessed property of the value \$3,126; cultivated land one hundred and fifty-six acres, four hewed log houses, (unhewed log houses are not given), nine frame houses, two brick or stone houses, three merchant shops, twenty horses, six teams of oxen, thirty-six cows, twenty head of young cattle, and one open carriage. (Query: who will tell us who owned it?) Thus was officially launched seventy-eight years ago the joint municipality of township and town.

Malcolm Cameron, whose name is inseparably connected with our foundation laying, was born April 25, 1808, the son of Angus Cameron, hospital sergeant of a regiment doing duty in Canada. He had his dwelling where the Chapman House now stands, and there he entertained Sir John and the vice-regal party to lunch after an unsuccessful attempt owing to a north-wester to make a trip in the "Daniel Webster" out into the lake.

Chatham was the nearest Canadian postoffice, and Mr. Jones, Indian agent, sent and received his mail by Indian runner once a fortnight and courteously permitted the settlement to send and receive by the same carrier. Daily papers were unknown and nervous prostration unheard of.

It Grew Rapidly

"Smith's Canadian Gazetteer" published in 1846, speaking of Port Sarnia says: "The village has increased rapidly, and must in time become a place of great importance. A stage runs from Port Sarnia to London three times a week, fare three dollars. The American steamboats, Hercules, Samson, Princeton and St. Louis stop regularly on their passage to and from Buffalo and Chicago, and the Huron and Red Jacket leave here every morning alternately for Detroit. Several other boats call here. There is a post three times a week, and the population is 420, and the total value of exports from Port Sarnia was in 1844 \$23,539 5s. 0d."

Until 1844 there was no medical practitioner in Sarnia or surrounding country. Anything that some neighborhood grandmother, grown wise by experience, could not accomplish necessitated the bringing from Fort Gratiot of the army surgeon stationed there with the troops. Our fellow townsman, Dr. Poussette, in a most interesting paper prepared and read by him some years ago, says: "I can remember the time when there was not a single medical practitioner in the country. About 1844 an English apothecary of the name of Coleman settled in Sarnia, and began the practice of medicine. He was a good and careful practitioner and was well liked."

The first school in the township of Sarnia, before there was one in the town, is supposed to have been on lot 7, concession 2, and taught by S. Proctor. The first school in Sarnia was taught by Mr. Duncan McNaughton, who came with his family to reside here in the summer of 1838. It was a private school conducted in the upper story of a warehouse. Afterward he built a house for himself and fitted up a room for school purposes, teaching there until 1843.

First School Board Meeting

The first recorded meeting of a Board of Public Instruction was held on July 12, 1851, when nine men and two women were approved and certified to grant them to teach school. So were the foundations of our educational system laid down. The first public school was a small red brick building on the land where Lambton Motors is now located.

The LaForges who first settled where Sarnia now stands, had as neighbors near or remote down the river, the Bertrands, Gallineaus, Campeaus, Battistes, LaLondes and maybe others. There were undoubtedly swarmings from the parent hive of the old French settlement founded at Detroit by Cadillac, when in 1701, brought one hundred men and a Jesuit priest for that purpose. As those named above were all of the Roman Catholic faith, it is easy to understand why the Roman Catholic priest was the first clergyman of any denomination to visit the location of our beautiful city, and it is recorded so far back as the close of the eighteenth century, a priest came from Detroit twice each year to minister to the far-scattered sheep of his flock.

To Methodism seems to belong the honor of having the first Protestant minister on the ground. In 1824 Rev. William Gird was appointed to the St. Clair Mission, which included virtually all the territory west of Delaware and north of the river Thames, both white and Indian. To the ground now Sarnia proper, Rev. James Evans as Methodist missionary to the Indians of St. Clair reserve, came in 1834, and ministered not alone to the Indians, but the whites. It may be of interest to our readers to know that the house erected as his dwelling in his three years' pastorate, still stands, and is occupied, the Sarnia Cannery Co. and Laidlaw Lumber office flanking it on either side. (This house has since been demolished.—Ed.)

He it was who afterward, away in the far Northwest, invented the Cree syllable character, still used by the B. & F. Bible Society, in which to print bibles for our Northwest Indians, and concerning which Lord Dufferin said: "Many a man has been tempted in Westminster Abbey who did not do a tithe for the empire of what this man has done."

To Geo. Durand belongs the honor of opening up the first store. With a yoke of oxen attached to a jumper, (a home-made wooden sleigh), laden with boxes and bales of goods, in the autumn of 1833, he came over the forest trail, from London, and in a small log building opened the pioneer emporium of merchandises and trade.

The Pioneer Newspaper

The pioneer place in the newspaper world of Sarnia, belongs to

"The Banner," said to have been issued before 1850, and continued in publication about two years. A trace only is to be had of "The Herald" in 1857. "The Lambton Shield" was launched in January 1852. It had as a motto, "With or without offence to friends or foes."

"I sketch your world exactly as it goes."

And in carrying out its motto got into trouble. Hon. Mr. Cameron instituted a libel suit against its editor, Alexander Mackenzie, afterward premier of the dominion, which in 1854, led to its suspension. During publication its official announcement was as follows: "Published every Friday morning at the office on Trongate street, Port Sarnia, by Wm. P. Robertson, Conductor and Proprietor."

"The Observer" was launched in 1853 by J. R. Gemmill, who came from Perth. For more than sixty years this paper, under two heads, has been uninterruptedly issued to its readers in Sarnia and abroad therefrom.

In financial institutions Sarnia has the honor in "The Lambton Loan Co." of having the oldest, being the first of its kind in Canada, established in 1844. Mr. Skilbeck was the founder of it. Every person who could raise the money took shares in it. Ready money was scarce, and once a month the cash was put up for sale, in one hundred dollar units. The one hardest up would bid most for it, and if his credit was good would be accepted. It had to be paid back in monthly instalments of principal and interest, and fifteen to twenty percent was often paid.

Orrin Davenport owned and operated the first ferry boat out of Sarnia to Port Huron. It consisted of two huge dugout canoes, several feet apart with a platform connecting the two. A paddle wheel was in the centre, and was operated by horse power, the horse moving in a circle on the platform.

It seems scarcely comprehensible to the present generation that more than seventy years ago Port Sarnia had a really formidable rival in Errol, backed by the government of the day that laid it out. Such, however, was the case, and the controversy waxed hot and furious. A printing office was set up at Errol, and "The Samuel," the first paper published in the country. (We the the fortunate possessor of a half copy, so far as known the only portion in existence), was sent forth advocating the advantages of Errol, in which the editor, one Geo. McKee, scathes Malcolm Cameron as follows: "This Hon. gentleman, fearing that Errol should outstrip his handling city, he commenced his career, not by waging an honorable war, but by a series of low cunning, artful and dishonest cajoling, takes advantage of his situation and the whole bent of his parliamentary influence (he was then member for Lanark) is brought to bear in one grand focus, like a battering ram," and so on ad libitum.

Alas for the hope of man. The Hon. Malcolm succeeded by fair or by foul means, deponent sayeth not, in having the London road completed so direct communication was opened between London and Port Sarnia. Errol was side-tracked. Sarnia eventually became the county seat when Lambton was made a separate county.

Band Of The Old 27th Regiment On Parade Along Front Street



Here is the band of the old 27th Regiment, (Lambton's Own), parent of the present Lambton Regiment on parade along Front street. In those days a military band created even more excitement than it does today. It will be seen that Front street was by no means entirely built up at this time.

mier came to Brittany for the ceremonies, his train was stopped at Ingrandes in the Breton border.

The Guenn Ho Du society — meaning black and white, Brittany's historic colors — is the principal instigator of the home rule movement. Bretons and Frenchmen disagree over the strength of the movement, the Paris government holding only a few Bretons, desire administrative separation from Paris.

In an autonomist organ, a call was issued for youthful Bretons to prepare for formation of military organizations "ready to fight for the ancient Breton liberties."

The modern home rule movement in Brittany became important about 1880 when the Marquis de l'Estourbeillon founded the Breton Nationalist federation. About the same time the Briar Flower society was organized to encourage the wearing of Breton costume and to encourage speaking of the Breton language.

In 1905, the Gorsedd ceremonies reminiscent of ancient Druid religious practices in England and Ireland, were revived at Saint Brieuc.

Although Brittany has been attached to France for more than 400 years, the Bretons, living in their peninsula, have never really mingled with their Gallic brethren in the rest of France. Three-quarters of the crews of France's merchant ships and warships are Breton sailors.

Lord Mayor of London To Come to Canada With Big Retinue In August

London—(CP)—Two precedents will be set this year when the Lord Mayor of London, Sir Percy Vincent, embarks on the Empress of Britain August 8 for Canada to attend the Charter Jubilee celebrations of Vancouver, B.C.

Sir Percy will be the first English Lord Mayor to visit the dominions in his official capacity and it will also be the first occasion the famous insignia of London of office—the chain and mace—have left the country. Full regalia will be worn at the celebrations.

The Lord Mayor's retinue will include Sir T. Vanstittart Bowater, member of the Court of Aldermen; the Chief Commoner, F. Rowland; the Sergeant at Arms; the Sword Bearer and London's new City Marshal, Lieut.-Commander John Roberts Poland.

Announcing his decision at a meeting of the city corporation to accept Vancouver's invitation, the Lord Mayor said he had done so with the consent of the King. He will unveil a statue to Captain Vancouver, founder of that city.

NOW IT'S PAPER HATS

New York—(CP)—Women who want to match hats to frocks at small cost are making their own of crepe paper cut in strips, twisted and crocheted.

"Satisfied Customers Have Built OUR BUSINESS"

An interior view of the Family Laundry, showing a number of the employees, modern equipment and finished product.

We revere the memory of the pioneers and congratulate present day citizens on the occasion of the celebration of Sarnia's centennial. We are proud of our city, proud to be citizens and proud of the fact that this company was organized locally and is controlled by 100 percent Sarnia capital. It has been a pleasure to note the splendid evidence of city pride and enterprise as displayed in the fine manner in which all are co-operating to make this centennial celebration a success.

Since the origin of this company in 1931, the Family Launderers and Dry Cleaners have prospered and grown in comparative measure with the growth and prosperity of Sarnia. No expense or effort has been spared since the inception of this company to equip the laundry and dry cleaning departments with the most up-to-date system and modern equipment.

We are proud of our position as leaders in the Laundry and Dry Cleaning industry in the City of Sarnia. The Family Launderers and Dry Cleaners have always led the field in the installation of new equipment to give our many customers greater value for their money.

Our selected staff of thirty skilled employees are trained to produce a quality of workmanship that is second to none in Canada.

Family Launderers and Dry Cleaners

CAPT. R. E. VIDAL, R. N., ONE OF THE EARLY PIONEERS OF SARNIA

Settled
Here In
The 80's

Officer who Served Most of his Life in the British Navy Came to the St. Clair River Shore to Settle in 1834 After Earlier Visit to Select his Crown Grant—Played a Leading Part in Building up the Community.

Captain Richard Emeric Vidal, R.N., who with the Hon. Malcolm Cameron and George Durand played the leading pioneer role in early Sarnia, came to Quebec in 1832, bringing his eldest son, Aymerick, whom he left in that city to learn ship-building, while he himself came to Upper Canada to look over the north shore of Lake Erie and the banks of the Detroit and St. Clair rivers. When he came to this place, then known as "The Rapids," he was so pleased with the beautiful river, sheltered bay and the quantity of splendid oak and other trees suitable for ship-building, that he decided to take up his crown grant at this spot. His land extended from the river to East street and from London Road to George street and was entirely wild.

Having given orders for the building of his house, he returned to England and in 1834 came back with his family. Three sons were left in Toronto, the two youngest at Upper Canada college and the other, Alexander, in the office of the adjutant-general. Capt. Vidal with his wife and little daughter, Maria, and his wife's mother, Mrs. Milton, an old lady of 80, arrived and found the log house ready for them. There were only about five log houses and one frame house where the Indian agent lived, and one small shop, which George Durand had opened a few months before.

Had Spent Life in Navy

Capt. Vidal had spent his life since a boy of ten in the Royal Navy, and been in all parts of the world, had won distinction in many years of fighting, as an officer of great courage, energy and resource. These qualities were now turned into a new channel, in clearing and cultivating land, laying out streets and helping in every way to build up the struggling infant village, which in 1836 took the name of Port Sarnia.

Here Capt. Vidal spent the rest of his life, active, energetic, kind-hearted and public-spirited. He did not spare his strength, time or money for the welfare of the place. People were concerned and he made it a thriving little town. His eldest son, Aymerick, was gallantly drowned in the St. Lawrence. The other children married and settled here at first, but later scattered.

The second son, Alexander, became a land-surveyor and followed that profession for ten years, after which he was manager of the Bank of Upper Canada and later of the Bank of Montreal here. Being called to the senate in 1873, he resigned his position in the bank, devoting all his energies to his duties in Ottawa and other interests, until his death in 1906, in his 88th year.

Senator Vidal

He married in 1847, Catherine Louisa, eldest daughter of Capt. W. E. Wright, R.N., of Cornwall, and they had seven children, five sons and two daughters, of whom the only survivors are Charlotte J. (Mrs. T. W. Nisbet), of Sarnia, and J. Henry Vidal, of White Rock, B.C. There are seventeen grandchildren living and also twenty-five great grandchildren.

The third son, William, was a lawyer and lived in Sarnia. He married Eliza Baby and had a family of six sons and one daughter. He died in 1878 and his surviving children all settled in the Northwest.

The fourth son, Townsend, moved to Saskatchewan, where he died in 1894, leaving three daughters, who all died unmarried.

The elder daughter, Maria Charlotte, married the Rev. G. J. R. Satter, the first rector of St. George's church, Sarnia, and later of St. Jude's, Brantford, in which city they both died in 1889. Three of their large family are still living, Sophia Charlotte (Mrs. Martin), of New Rochelle; Frederic Cumberland, of Claremont, California, and Paul Albert, of Saskatchewan. There are 17 grandchildren living and 15 great grandchildren.

Family Tablets

Capt. Vidal's younger daughter was Emma Harriet, who was born in Sarnia in 1836. She married S. W. Farrell and died in 1873 in Toronto, leaving no family.

The beautiful stained glass window in the chancel of St. George's church was moved from the old church, where her husband had placed it to her memory. There are three other family tablets in St. George's church, one to Capt. Vidal, one to Mrs. Milton and one to Rev. George Satter.

WELCOME VISITORS

I WISH, on behalf of each citizen and the community as a whole, to extend a cordial welcome to every visitor to this city during the Centennial Celebration, and to visitors at any time.

You will find in other parts of this splendid edition a detailed story and pictures of the advantages that are offered to transient and permanent residents of Sarnia.

We Sarnians feel that our city has been magnificently endowed by nature inasmuch as it provides every facility for pleasant and healthful living in every one of the four seasons. It provides also locations for fine homes and industries.

Those who like bathing, swimming and boating, have ample opportunity to please their fancy in and on the blue waters of the St. Clair River and the invigorating waters of Lake Huron. The Sarnia Yacht Club provides fine sport for those who are interested in Yachting. This club is one of the most enterprising on the chain of Great Lakes.

For those who go in for golfing, there is a public and private course, both offering splendid facilities for this fine sport.

Those who like to play with rod and line will find plenty of excitement along lake and river, luring the members of the "finny folks" out of the depths.

The lively summer resorts along the lake and river provide a wealth of entertainment in the form of dancing, picnics and other outdoor sports. They are well equipped with modern cottages and cabins and all conveniences to give a pleasant outing.

Those who appreciate a brisk canter in the early morning will find a good riding academy near the city where one can take full advantage of this exhilarating pastime.

Sarnia is the home of the Imperial Rugby Team which, year after year, brings fame to the city. This team last year made a successful tour of the Pacific Coast. The tennis player will find plenty to keep him occupied as there are fine courts in the city and a large number of private courts.

Our Centennial Celebration has been organized to pay special tribute to the memory of those pioneers, who back in 1836 laid the foundation stones for this progressive city. The program will be carried over three days. On Saturday morning there will be a large parade in which the different industries and business men will enter floats. During the afternoon a memorial plaque will be unveiled. Sunday will be devoted to Memorial Services in all the churches. Monday will be a day of sport. A lively program has been arranged.

I know that you will feel at home when you visit our city on this occasion and that you will make every effort to be here.

Wm. F. Crompton
MAYOR, CITY OF SARNIA.

ELECTRICITY FOR LIGHTING INTRODUCED IN SARNIA IN 1893

Moonlight Schedule System Favored

Tremendous Forward Steps Brought City To Hydro System of Today

NOW ONLY 10 PERCENT IN DEBT

(Contributed by J. E. B. Phelps)

The Sarnia Gas and Electric Light Company introduced electricity for lighting purposes in Sarnia in 1893. Previous to that time the homes, stores, and streets were lighted by gas which was supplied also for cooking purposes. The electrical plant was operated from 4 p.m. until 12 p.m. daily during the late fall and winter months and from 8 p.m. to 12 p.m. during the summer months. This did not give encouragement to anyone who wished to stay up late, as the schedule evidently favored those citizens who kept early hours and placed a penalty on any who wished to caper around after midnight.

Was Expensive Then

A flat rate of 50c per month for each 16 candle-power carbon filament lamp was charged. This, in comparison with the average charge of \$2 per month at the present time, made lighting very expensive. The streets were lighted with carbon arc lamps suspended from poles at street intersections. Children of those days and sometimes grown ups were always in a hurry to get from one light to another on dark nights. The lights in the business section were hung from overhead cables fastened between the buildings. The contract with the city called for street lamps to be operated on a "moonlight schedule". This meant that if the almanac scheduled the moon to be shining, no street lights were provided at that time. The contract made no provision for stormy or cloudy weather as the moon was expected to do its duty under all weather conditions. Needless to say

of the plant was J. E. B. Phelps, the secretary, B. E. Leslie, and superintendent, C. L. McMann.

Mr. Kelly who had been a great exponent of the purchase of the plant and the introduction of hydro, died before the hydro lines reached the city. J. A. Farquharson was appointed to act as chairman in his place.

A hydro commission consisting of C. H. Belton, W. H. Kenny and Mayor W. J. Proctor, was appointed in the municipal elections January, 1917.

Now In 21st Year

The hydro undertaking has now entered upon its 21st year of operation in Sarnia. A review of its activities during the twenty-one years shows remarkable progress and accomplishment. The assets on June 1, 1916, amounted to \$248,000 with liabilities of practically a similar amount, or a 100 percent debt. There were 1,838 domestic, 418 commercial and 54 power consumers. The average rate for domestic service was 6.6 cents per kilowatt hour. The power generated was 1200 horse-power. The population of the city was 11,676. The revenue for six months ending December 31, 1916 was \$33,613.90. This picture had changed completely on December 31, 1935 there being 4,576 domestic, 626 commercial and 84 power consumers. The average rate per kilowatt hour for domestic use is now 2 cents and commercial is 1.9 cents. The revenues were \$349,295.45; total assets including \$407,081.90 equity in the Niagara system, \$1,301,018.26, the total liabilities were \$90,423.53. Leaving out the equity in the Niagara system, the plant value in the city is only 10 percent in debt.

D. E. Leslie, the first secretary of the Sarnia Hydro System resigned to take a position with Imperial Oil Limited and R. E. Garrett was appointed to the vacancy on August 1, 1919. This position he filled with much ability until his death on December 22, 1935.

The initial step taken by the first hydro commission was the installation of a modern street lighting system and the cancellation of the moonlight schedule. The result was that Sarnia may now lay claim to be one of the best lighted cities in the province.

The local commission has pioneered the sale of dependable electric appliances through the medium of its hydro shop coupled with the co-operation of the electric stores of the city. There are now very few homes which are not equipped with labor-saving devices.

Purchase of Power

Power is purchased from the Hydro Electric Power Commission of Ontario and supplied by a 110,000 volt, single circuit line from St. Thomas and a double circuit 26,400 volt line from Chatham. The commission receives this power from the H.E.P.C. St. Clair transmission station at two sub-stations, one station south of the tunnel on Vidal street supplies current to all customers on Wellington street and south, the other station at the corner of Maxwell and Water streets, supplies all customers north of Wellington street, including the village of Point Edward. The two sub-stations being inter connected can supply the whole city in case of emergency.

The commission employs a staff of 26 persons who by their loyalty and co-operation have materially aided in the success of the undertaking.

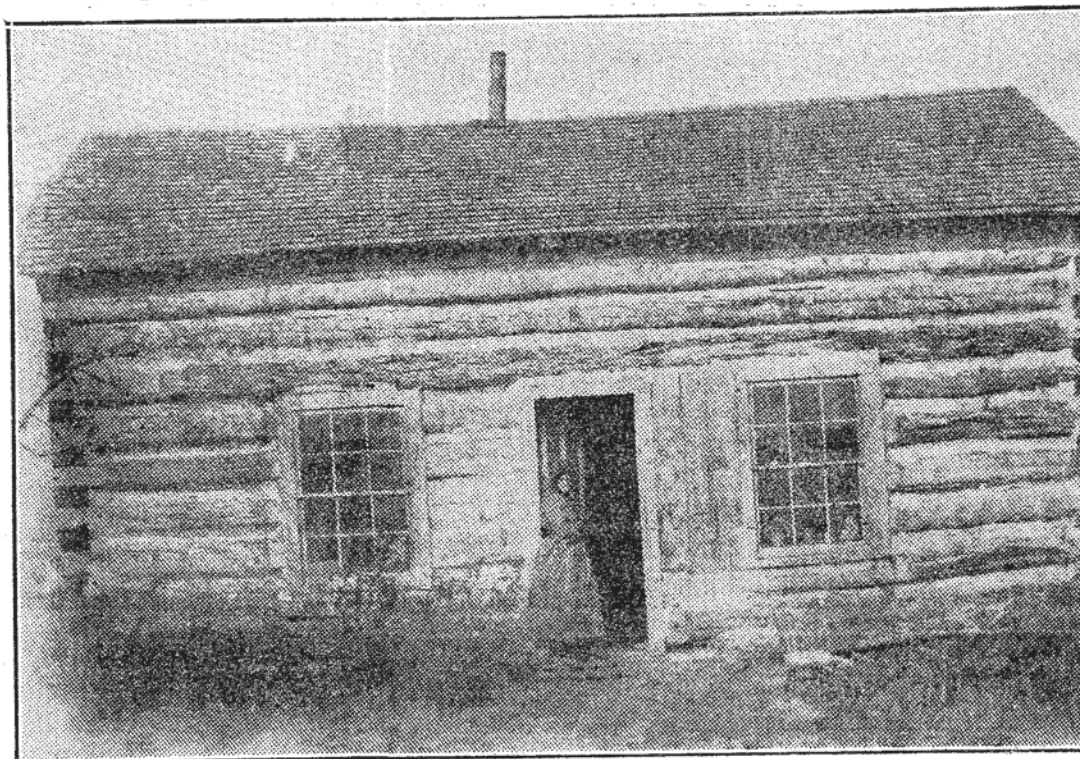
The commission and officers for 1936 are as follows: Chairman, W. D. Reid; E. W. Allen, vice-chairman; E. J. Blake, G. N. Galloway, Mayor W. Crompton, commissioners; J. E. B. Phelps, manager and engineer; P. E. Batram, secretary-treasurer; C. L. McMann, line superintendent; F. Mounce, chief operator; E. E. Parson, appliance sales manager.

Acquired By The City

One of the most forward steps made by the city during the century was the decision of the electors in the January 1916 election, to purchase the generating plant and distribution system of the Electric Light Company and to supply the city with hydro power generated at Niagara Falls.

The deal with the Electric Light Company was completed early in 1916 and the city took over the operation of the plant on June 1. The committee in charge was made up of Alex. Kelly, chairman; T. H. Manley, L. M. MacAdams, Mayor Tom Doherty, The manager

Believed To Be First Store In Sarnia



While there is some difference of opinion as to the identity of this log cabin, a photograph of which was given to Norman S. Gurd K.C., by the late Major Thom it is believed by some to be the original Durand house and store, the home of the Lacroix family and the home of the Lynch family.

Much Historical Background To Names Of Some Of Sarnia's Streets

Cromwell, Brock, Wellington and Others are Names Famous in British Annals—Some Streets Named After Families of the Early Pioneers—Many Have Been Changed

Citizens using the streets ordinarily give little thought to the significance of the names which they carry. These were given them for the most part by the earliest settlers in the district. As a matter of fact there is a history behind these street names which dates back to the times of Oliver Cromwell, the Duke of Wellington and Nelson of Trafalgar.

However, there are not so many historic names of streets today as there were in the early seventies. Many names have been changed and short sections of streets have been converted into longer roadways and a single name has been given them.

Many of the streets have been named after illustrious men of the Empire—others after pioneer builders in the community itself. Some streets have received their names from persons who happened to reside on or conduct business at particular corners. Then there were some which were named because of the nature of the employment of the residents or the industries which were named because of the nature of the employment of the residents or the industries which were located on them.

Diverse Origins

Front street was originally called Trongate street after the famous Way in Glasgow and it is quite obvious that Victoria and Queen streets received their names from Queen Victoria. Commander Richard Emerie Vidal and his connections furnished names for Vidal, Emerie, Richard, Milton, Penrose, Essex and Charlotte streets. Mechanics street which used to be a

section of Brock street was so called because there were a large number of workmen residing on it.

Brock street was given its name in memory of General Isaac Brock who won fame with the British forces at Queenston Heights in the war of 1812-14. Lochiel was the head of the Cameron clan and the family of the Hon. Malcolm Cameron furnished names for Euphemia, Colina, Bright, Cameron and Christina streets. He also named Cobden street after the famous English statesman; Cromwell after Sir Oliver Cromwell, and Wellington and Nelson streets received their names from these famous men in English history. Forsyth street was named after the grandfather of the late Senator F. F. Pardee. A Mr. Jones named Maxwell street after a naval officer of that name and Elgin was named after Lord Elgin. Lord Durham was Governor-General of Canada in 1838 and a street received his name. The first merchant in Sarnia, George Durand, was honored when two streets were named after him. Maria was named after Mrs. G. J. R. Salter and Francis after Francis LaForge who resided where the post office now stands. Davis street received its name after Judge Davis of London who was well known here. Talfourd street was named after Froomie Talfourd, a resident and Devine after a prominent local family of that name.

Many Changes Made

From a map of Sarnia printed in 1872 the majority of the names of the streets can be easily read and from this it is found that the majority of the street names have now come to include much longer thoroughfares than originally. Some of the main north and south streets which were in use at that time were: Front street, running

from about where Russell Lane now is, south to Nelson street which then was between Wellington and Talfourd; Christina from beyond Maxwell to Devine; Victoria from George to Wellington as it still is; Queen from Wellington to Devine; Vidal for a short distance from the London Road, then it became Elizabeth to Davis street and from Davis street it was Albert street. What is now all Brock street was Emerie for a short distance south of London Road, then Mechanics and then Brock; Richard from the London Road to near George; Euphemia from George to beyond Davis street; Colina from George to Cromwell; Forsyth from Essex to Davis; Milton street ran from Elgin street to Wellington where it branched out and one part went to the southeast and was known as the Oil Springs road, Ontario street, while the other part continued south with the same name.

East and West Streets

The east and west streets included the following: Elgin which ran east from Christina and turned south to the London Road; Durand from Elgin to Christina; Penrose from beyond Milton to Richard; Maria from Milton to Christina; Essex from beyond Milton to Richard; Charlotte from Emerie to Christina; George came from the east through to the St. Clair River; Bright from beyond Milton to Forsyth; Lochiel from Forsyth to the river; Cameron and Cobden from beyond Milton to Forsyth; Cromwell from Milton to the river; Davis from Milton to Victoria and from then on it was called Francis; Wellington through from the east to Front street; Nelson from Queen street to Front and then south; Talfourd from Milton to Christina and Devine from Brock to the River Road.

Direct Affairs Of Sarnia Hydro Commission



W. D. REID



E. J. BLAKE

A commission of five members including the mayor who is an ex-officio member, directs the affairs of the Sarnia Hydro. At the upper left is W. D. Reid, chairman of the commission; upper right, ex-Ald. E. W. Allen; lower left, ex-Mayor E. J. Blake; lower right, ex-Mayor G. N. Galloway. The commission meets monthly and on such other occasions as are necessary. It is one of the smoothest working public administrative bodies in the city and the reputation Hydro enjoys in the city is in a large measure due to the careful administration of this and past commissions and to the undoubted ability of James E. B. Phelps, the popular and efficient manager. Hydro today is perhaps more than any other factor, responsible for the greatly improved conditions under which we labor and enjoy our leisure, as compared with the conditions in the pioneering days of this community.



E. W. ALLEN



G. N. GALLOWAY

Frank T. Thomas Recalls Much Of Earlier Sarnia

Adds Historical Record To His Own Long and Intimate Knowledge Of Early Settlers, The Homes They Established And The Occupations They Followed In Pioneer Settlement

(By Frank T. Thomas)

This being Centennial year for Sarnia so far as the naming of the city is concerned, I thought I would try and give a short resume of some of the early history of the community. The following historical events are based on statistical data, going well back into the last century, and from my own knowledge of a great deal of it. I will try and make it all clear to the present generation.

"Backwoodsman"

About 1832, a book called "The Backwoodsman," written by Dr. Dunlop manager of the Canada Company's affairs in Canada was circulated in England. His description of the country induced many Old Country gentlemen, including a number of ex-army and navy officers, to come out here in 1832 and 1833. The first of those to locate in Sarnia was Captain Vidal of the British Navy, who came in 1832. He obtained 200 acres of land in what is now a thickly populated part of the city and built a log house just about where the bowling green is now located, south of the curling rink. Previous to this time a frame house had been built for William Jones, the Indian agent, just west of where the old chief, Joshua Wawanosh's homestead was located and this and LaForge's house were the only ones in the present city limits. This house, built for Indian Agent Jones in the early thirties, later became the home of Lambton's first two judges—Judge Read Burritt, 1833 to 1855, who returned to Perth county, and Judge Charles John Robinson, who in the same year was transferred from Perth county to Lambton county. He moved into and occupied the house Judge Burritt had just vacated and continued to live there until about 1858, when the house was burned to the ground. The judge then moved into a house on Brock street, known as the "Red House."

The First Tavern

According to tradition, a man named Ferguson moved into a log house just north of the present Flintoff home and opened a tavern, the first one anywhere on the St. Clair frontier. There were a few small houses built along the river some years previously by the government for the use of the Indians who, however, preferred to live in their wigwags, using the houses, if at all, for their ponies. During 1833 quite a large number of Old Country gentlemen came into the locality, several settling on the site of the present town. Among the arrivals of that year were George Durand and Peter McGlashan. They came within a few days of each other. Mr. Durand being a little earlier. This gentleman built and carried on the first store in the place, his first stock being purchased in London, whence it was transported on an "ox jumper" over bare ground and most of the way through the forest, as yet undisturbed by the woodsman's axe. George Durand and Fannie Durand sponsored for me at my christening, as my godfather and godmother. Mr. Durand was later chosen as the first district councillor for Sarnia, by acclamation in 1842. Mr. McGlashan, being nominated but declining to run. He was the first clerk of the original magistrate's court, of which William Jones (Indian agent), Henry Jones, Captain Hyde, Captain Vidal and George Durand were members. This court had jurisdiction up to £10. There were seven of these commissioners in the district, of whom Mr. McGlashan was one, and their duties continued until the introduction of district councillors in 1842.

New Settlers Arrive

In the year 1834 quite a large number of new settlers came in, many of them from the County of Lanark. Oliver Allen, who kept a little log tavern where the Bel-

chamber apartments now stands, and Mr. Harris, a deputy of the Indian agent who performed the duties of Indian schoolmaster, Messrs. Gemmill, Porter and Cameron, who purchased 100 acres of what is now the chief business portion of Sarnia, from Mr. Harris, Indian agent, the sum paid for this 100 acres being £100 Halifax currency. By the year 1835 Sarnia was beginning to assume a position among the frontier settlements. It was then known as "The Rapids" and was a straggling village on one side of a single street, running along the river bank. There was a wharf just west of where Durand's block now stands and the village extended south to that point, where a deep gully crossed the road and was spanned by a rickety bridge. I might state here the first work built over this same gully. South of that was the farm of Gilbert Lacroix, then the farm of Joseph LaForge and next that of Ignace Casuleit (Enos Casley). Then came the Indian reserve, starting just north of the old Arlington hotel site now the "Y."

Only Two Stores

There were two stores, kept by George Durand and John Jones and two taverns Crompton's and Oliver Allan's. The latter was the "swell" place and everyone knew it as the "Double N. I." It was a log building of two stories, with two rooms in each. The only road to London was quite impracticable, except in winter. Some of the early residences scattered over Sarnia in the early days were the following: On the southeast corner of George and Christina streets was a house built by James Phair. William Nell, Sr., lived in it. William Stokes lived in a house to the south. Mr. Stokes was a blacksmith and his blacksmith shop was on the west side of the street, and in this shop was an ox rack used for shoeing oxen. As a general rule the ox was a pretty tough proposition, so far as shoeing was concerned. He had to be driven into the rack and made fast, then the smithie would tackle the job. It took eight half shoes to shoe an ox on account of his hoof being split. Even with the rack sometimes shoeing was almost an impossible job.

The next house was a double one in which lived Orrin Davenport and William Skilbeck. Davenport was one of the first to go into the ferry business between Sarnia and Port Huron and was killed at Point Edward by the swing ferry. Mr. Skilbeck was the original settler of the Lambton Loan and Investment Company, back in 1844. On the southeast corner of Christina and Lochiel streets there were two frame buildings, one story high. The east part of the lot was vacant to Victoria street. Horace Hall, blacksmith, lived in one of these and the next one was John Bell's house and shoe shop. The shoe shop stood on the site of the present A and P Store.

Made Boots and Shoes

All boots and shoes, principally boots, were measured for and made by hand on the premises. The leather was heavy calf, light calf, kip or cowhide, just whatever kind was required. As a boy I had several pairs of boots made in Bell's shop. The next house was owned by a Mr. Tait and was occupied by Hope Mackenzie, mother and brothers. The next was a 1½ story frame building with a log kitchen. Robert Steed occupied it for a time and then the Hon. Alex. Mackenzie. At the present time the National Grocers occupies this site. The next across Cromwell street—was a story and a half building occupied by William Taylor. The next was a brick cottage built by Alex. Symington. The first family I remember occupying this house was one named Odel and later it was occupied by the Leys family. It was converted into a two-story house, East on Cromwell street, near Victoria street, was a frame cottage occupied by John Ford, a tailor. At the northeast of Victoria street on the east corner of George was a two-story frame house, unpainted, as paint was scarce in those days. Clark Curtis, who followed the trade of pump maker, lived next door with his small shop adjoining. The pumps were made from logs bored

through, with a handle and spout and two valves, one near the bottom of the pump and one on the bottom of the valve rod.

Made Ball Bats

He was known by every person as "Pop" Curtis. He was a great tobacco chewer and had a turning lathe and in later years we boys would select a nice piece of basswood and take it to "Pop" and he would put it into the lathe and turn out a beautiful ball bat. He charged us 15 cents and made us furnish the motive power as it was a hand lathe and that was no fun. The next house was a small frame one, owned by Tilton Howard, ballist at that time. On the west side of Vidal street, midway between George and Lochiel streets, was a frame house owned and occupied by Charles Goodall. He was a great hunter in his day. The rest of the street to the south was vacant to beyond Cromwell street. Charlotte street was vacant excepting for one house later on occupied by Peter Poussette and family. George street had about half a dozen houses and terminated in a tamarack swamp where Brock street crosses it now.

Mr. McIntosh lived in a house east of Victoria street on the south side of George street, later occupied by David Finch. Dyer Howard owned and occupied a frame house a little farther east. Hope Mackenzie, with his mother and brothers, moved into a story and a half frame house on the corner of Lochiel and Victoria streets, where the Imperial block now stands. Hope Mackenzie died in that house. On the south side of Lochiel street, east side of Victoria, was a frame house owned by Captain Warwick, who later moved to Froomfield. A daughter still lives there the last of the family.

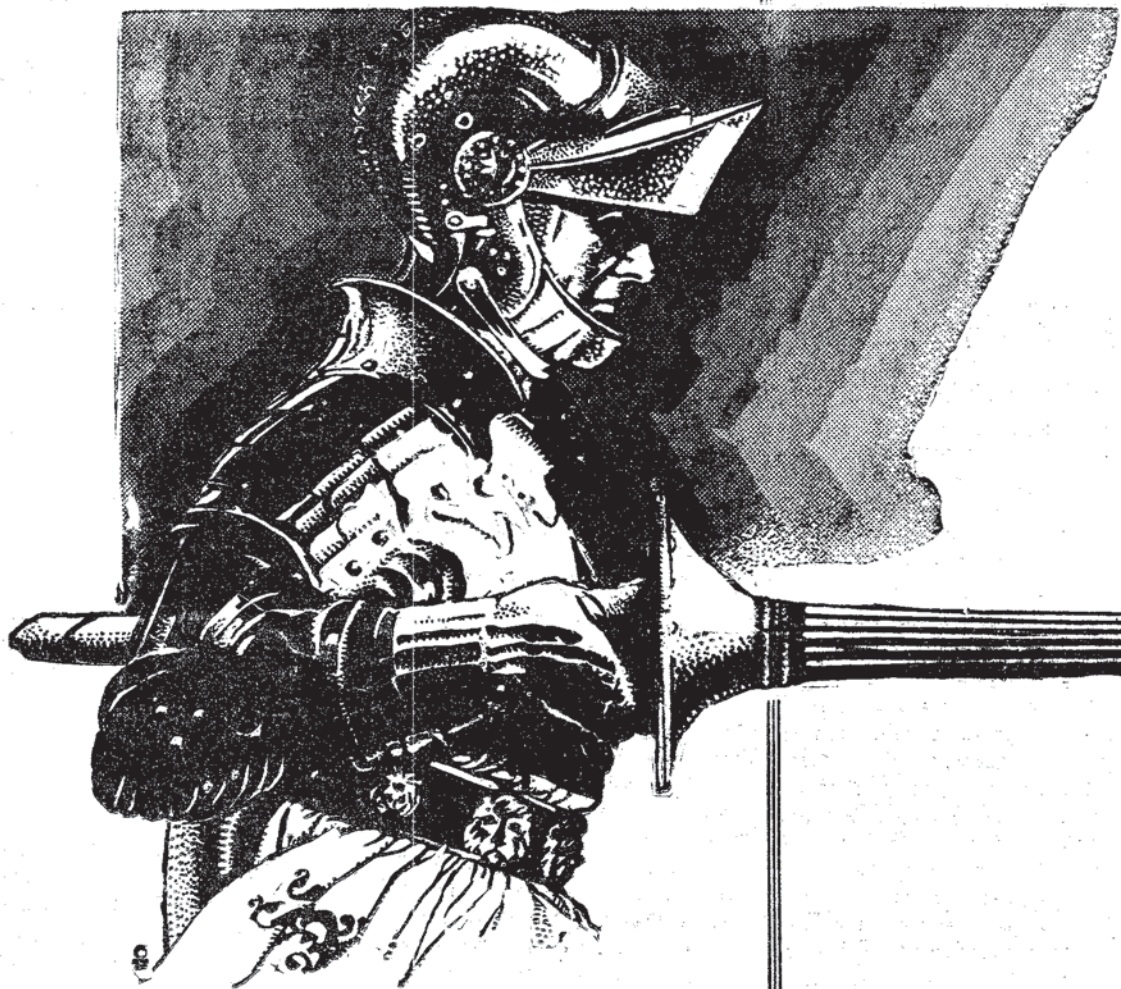
Housed Newspaper

This building became the home of the Sarnia Canadian, established in 1857 by James Woods, who later on also lived in the building with his family, selling out to S. A. MacVicar, who with Mr. MacAdams carried on until it later moved to Front street. At that time Joseph Ellison took over the building and converted it into a hotel and, as the Farmers' Exchange, carried on as a boniface until his death. The Gardner block stands on that site now.

Cromwell street was low and swampy on the south side. Where Brock street now crosses was the red brick cottage occupied for many years by John Mahoney, tinsmith. At an earlier date it was owned by a Mr. Western and occupied by Captain Black. To the east of the cottage was the swamp which overflowed in spring. Beside the house ran a little creek, tributary to the Indian creek, and on occasions after a big snowstorm, followed by a thaw and rain, overflowed so that the captain woke up in the morning and found his cottage in the middle of a lake. There was no bread in the house and the captain had to gather enough boards together to make a raft, with which he navigated to dry ground. Robert Steed built his brick cottage on Brock street in 1848 and it stands there yet, just east of the National Grocers wholesale house. Robert Steed was a shipbuilder. He built the W. J. Spicer and a number of other boats before retiring to a farm. The buildings south of Cromwell street were Captain Duncan's cottage on the corner of Francis street (now Davis street) and Victoria street and occupied for a number of years by William Sittlington and family. Donald Cameron's home stood a little farther west, just opposite the end of Julia street. Cameron was a lime burner and had his lime kiln at the river's edge, at what was known as the "corner." The principal industry of that time was lumbering.

Backbone of the Town

The Hon. Malcolm Cameron was the backbone of the town. Square oak timber was made and shipped to England for ship-building. The bank of the river would be lined with it from the point where Wellington street is now, for a long way down stream. Timber drovers carried it to Kingston. Oak pipe staves for casks were also shipped to the Old Country, also potash made from the ashes from burning up timber in clearing the land was a source of income to the pioneers.



HYDRO IS YOURS---USE IT



EACH CENTURY OFFERS ITS CONTRIBUTIONS TO SCIENCE AND THE CAUSES OF HUMANITY. LIKE KNIGHTS IN SHINING ARMOUR COME THE OFFERINGS OF THE MASTER MINDS. THESE GIFTED MEN USE THOSE SPECIAL FACULTIES WITH WHICH THE CREATOR HAS ENDOWED THEM TO MAKE THE WORLD MORE HABITABLE AND LIVING MORE ACCEPTABLE. ONE SEES ON LOOKING BACKWARD MANY INVENTIONS IN THE LATTER PART OF THE 19TH CENTURY AND THE FIRST PART OF THE 20TH CENTURY WHICH HAVE MADE STARTLING CONTRIBUTIONS TO WORLD PROGRESS. NEW MEANS OF LAND TRAVEL BY MEANS OF AUTOMOBILE AND HIGH SPEED LOCOMOTIVES, HAVE BEEN PERFECTED. SKY TRAVELING HAS COME IN WITH THE CENTURY MAKING CROSS CONTINENT TRIPS AND TRANS-OCEANIC TRIPS A MATTER OF HOURS INSTEAD OF DAYS AS FORMERLY. THE TELEPHONE, WIRELESS, TELEGRAPHY AND RADIO HAVE BROUGHT ALMOST INSTANTANEOUS COMMUNICATION TO PEOPLE IN EVERY PART OF THE CIVILIZED WORLD. THEY HAVE NOT ONLY SHORTENED TIME OF COMMUNICATION BUT HAVE BEEN THE MEANS OF BRINGING BETTER AND CLOSER UNDERSTANDING BETWEEN NATIONS AND PEOPLE.

HYDRO IS AMONG THE NEW-COMERS IN THE LAST CENTURY. ELECTRICITY HAS BEEN KNOWN FOR CENTURIES, BUT ITS POTENTIAL VALUES TO MAN-KIND WERE NOT BROUGHT OUT UNTIL RECENTLY AND IT STILL OFFERS WIDE AVENUES FOR EXPLORATION. HYDRO POWER WAS BROUGHT TO ONTARIO PRIMARILY BY THE WORK OF THE LATE D. B. DETWEILLER WHO WAS BORN IN ROSEVILLE, WATERLOO COUNTY. THE IDEA OF MR. DETWEILLER WAS DEVELOPED AND CARRIED OUT UNDER THE DIRECTION OF THE LATE SIR ADAM BECK, WHO THROUGH PERSISTENT WORK WAS THE MEANS OF BRINGING HYDRO, LIGHT AND POWER TO THIS MUNICIPALITY AND THROUGHOUT ONTARIO. NO ONE DREAMED EARLY IN THE 19TH CENTURY THAT THE POWER FROM THE WATERS OF THE MIGHTY NIAGARA WOULD BE HARNESSSED AND GENERATED INTO LIGHT, HEAT AND ENERGY WHICH COULD BE CONTROLLED BY PRESSING A BUTTON OR THROWING AND PULLING A SWITCH IN HOMES, FARMS AND FACTORIES THROUGHOUT THE SURROUNDING COUNTRY. HYDRO LIKE THE KNIGHT OF OLD PERFORMS SUPERHUMAN TASKS WITH INCREDIBLE SPEED AND EFFICIENCY. THE POORLY LIGHTED TOWNS AND VILLAGES OF THE EARLY PART OF THE CENTURY HAVE BEEN REPLACED BY BRIGHTLY LIGHTED COMMUNITIES. HYDRO IS A SERVANT WHICH IS ABSOLUTELY TIRELESS IN CUTTING DOWN LABOUR IN PRACTICALLY EVERY PHASE OF LIFE THROUGHOUT ONTARIO. IT HAS MADE EASIER THE LOT OF NUMEROUS PEOPLE WHO WERE SLAVING AT DAILY TASKS. IT HAS REPLACED HOURS OF LABOUR WITH SMOOTH EFFORTLESS ACTION. IT BRINGS A MEANS OF POWER EASILY CONTROLLED AND APPLIED TO MAN-MADE APPLIANCES. BROAD-VISIONED SARNIANS BROUGHT HYDRO TO THIS COMMUNITY IN JUNE 1916 TO REPLACE ARTIFICIAL POWER WHICH HAD BEEN IN USE SINCE 1893. THAT THEIR JUDGMENT WAS TRUE HAS BEEN SHOWN BY THE CONSTANT PROGRESS OF THE SYSTEM.

AN ACHIEVEMENT CHART			
1916		- 1935	
1888	Domestic Consumers	- 4576	
418	Commercial Consumers	- 626	
54	Power Consumers	- 84	
\$33,618.90	Revenue	\$349,295.45	
(Last Half)	Rate	2c Per K.W.H.	
6.6c Per K.W.H.			

Sarnians

should be justly proud of the progress made by Hydro and should be proud also of the splendid progress the city has made since 1836. There were in the community at that time 44 taxpayers, 9 frame houses, 4 log houses, 2 brick houses, 2 taverns and 3 stores.

THE SARNIA HYDRO ELECTRIC SYSTEM

G. N. GALLOWAY

E. J. BLAKE

W. D. REID
Chairman

E. W. ALLEN

W. F. CROMPTON
Mayor

J. E. B. PHELPS
Engineer and Manager

MAPLE, BEECH AND HICKORY TREES COVERED BUILDING SITES

Early Sarnia Is Described By a Well-Known City Veteran, Frank T. Thomas In His Reminiscences

Up to 1852 Good Part of Present City Was Bush Owned and Occupied by Indians—Land Was Surrendered and Community Developed With Rapidity—Timberland was Surrendered in 1866—Today Modern and Thriving City Stands as Monument to the Early Pioneers.

(By Frank T. Thomas)

This is a historical sketch of all that part of what is Sarnia now, but at one time was Indian land, lying to the south of what was the old Leforge farm. I will endeavor to give a history of that part of our city in chronological form, recording events as they occur to me.

Great changes have taken place during my lifetime and I will relate them as I know them, and also tell of events that happened before my time, but with which I am thoroughly conversant, through knowledge acquired from my father in my boyhood days.

He came to Sarnia in the thirties.

Up to 1852 the Indian reservation extended north as far as what at the present time is the north side of Victoria Park, then the southern corporation boundary line of the village of Sarnia. All the lands south of this point were owned and occupied by Indians. I am without a doubt, the longest time resident of that part of the city. There is not a man or woman living today in that district who was living there when I appeared on the scene.

I will endeavor to tell you who the Indians were who occupied these lands, and the part allotted to each with a short biographical sketch of some of the families and the names of all.

In the Early Sixties

Back in the early sixties and previous to that time, what is now a great part of the city, was lying south of Johnston street (then Nelson street), one block long from the south end of Christina street to front at the railway bridge. That was the corporation limit at that time, running east

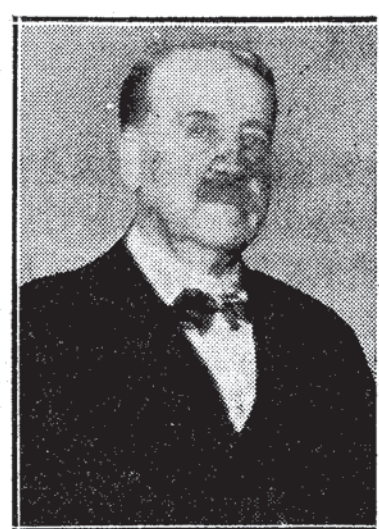
and paralleling Wellington street to the eastern limits at what is now East street. From that line south was a dense forest. This forest was made up of different kinds of timber, mostly of soft wood, such as black ash, basswood, some oak, mostly black or red, large buttonwood trees and very large elms.

Just south of where the Devine Street school now stands

there was about ten acres of hard maple, and due south from that point, near the Great Western Railway, there was about one acre of beech trees and a few hickory trees. That is where we boys got our beech and hickory nuts in the fall of the year.

From the corporation limits and just east of where Christina street now is and down to the Indian creek was all a big red willow swamp. The gypsies in the sixties used to camp on the high, dry ground in a nice grove of wild crab

FRANK T. THOMAS



apple and haw trees, cut the red willows, peel the bark off and make market and clothes baskets. They also made tin pans, pails and large drinking cups.

Were Tinkers Also

They were tinkers as well as basket makers and their wares would peddle the goods around the town. The Indian creek ran through this part of the reserve from a point north of Wellington street and east of Brock street. At that time and previous to then the creek ran water the year through. This creek was fed from that part

of the town lying east of Brock street and south of the London Road. All that part of the town at one time was a tamarac swamp. It is all low-lying and the major part of it is black muck on top and bog below. Another outlet to this swampy territory flowed west to the St. Clair River. At a point just south of the Durand block there was a bridge over it on Front street, also at Christina and other streets.

Built a Large Ditch

George Durand put a large ditch through this territory north of George street from the river through to the back country. This also helped to drain that part of the town and furnish waterpower to operate a sawmill that stood just where The Canadian Printing Company is now located.

Some distance south of this the late Sheriff Jas. Flintoff, Sr., constructed a grist mill about 1844 or 5. Later on, it was taken over by the late Hon. Malcolm Cameron and the same site has been used for milling purposes ever since.

Getting back to the south of the town—in those days the only access to it from the country was by the Johnston road and the River road or by Jerry Kennie's side road and Wellington street. Coming to town by the Johnston road one had to go straight west to the St. Clair River at the whirpool.

Crossing the Great Western Railway by an overhead bridge known as the "white" bridge, because it was painted white, there was a long, easy hill leading to this bridge from both the east and west. A little farther along the Indian creek was encountered. This was spanned by a long, low log bridge. On nearing the river a turn to the north was made along the high bank, passing the Indian Methodist parsonage and mission house, of which I will write more later on. Coming to this point from the south on the River road, just south of the Johnston road another long log bridge spanned the Indian creek. Following the road north from here to a point southwest of the south end of Front street at Nelson street (now Johnston street) a large overhead bridge spanned the railroad diagonally and connected the River road and Front street at this point.

Part of the northeastern

brick abutment of this bridge is still in evidence and part of the old McGibbon lumber office

rested on it although the bridge was removed and that part of the road from Johnston street past the mission house to this point, was closed about the year 1874.

At the time of removing the bridge the approaches on both sides of it were levelled down and removed for filling elsewhere. I crossed all of these bridges.

Other Entrance to Town

The other way to town was from the Johnston road along Jerry Kennie's side road to Jerry Kennie's corner at Wellington street and along Wellington street to Front street. Both the side road which later on was called Sprague street and now is known as Russell street, and the Johnston road, later on known as the Fourth line, and now known inside the city limits as the Concession road, were just narrow bush roads heavily timbered on both sides, and hub deep with mud from the time the frost left the ground till the ice came back in the fall, with the exception of a short time at mid-summer. The trees were so tall and the foliage so heavy it was impossible for the sun to have much drying up effect. A large ditch skirted the Johnston road on the south side and it was the earth or dirt thrown out of this that formed the roadbed. This ditch ran west crossing the railway at the white bridge, continuing a little farther west and turning north under the road, through a large square culvert and emptying into the Indian creek. It dropped about 12 feet at the end of the culvert at what we used to call the falls. This is where we boys used to go in swimming in the spring of the year, before the water was warm enough in the river, and so did the Indian boys. This was Indian reservation at that time and the Indian boys looked on the white boys as intruders and that meant fight; and many a good pitched battle was fought at the falls for possession of the swimming hole. The Whites were generally victors but not always. Sometimes they were too many for us then we made a hasty retreat because of their expert stone throwing and they always had a large supply of them in reserve. But those were the good days of sport.

Indian Lands

Up to 1852 that part of the city lying north of the old Arlington hotel and skirting the north side of what is now Victoria park and continuing east to the town limits, south to what is now Johnston street and east was wild, rough bush and timber with the exception of a small amount of river frontage.

This land was owned and occupied by two Indians, Peter Salt and David Wawanosh. It was surrendered to the government in 1852, surveyed by government in 1853, registered by the crown in 1854 as part of the town of Sarnia, or an addition thereto, and the lots placed on sale. A great many of the best lots were bought up by speculators and held at a high price. My father was one of the first to buy, he bought two lots. On the lot facing Christina street he had a large shed at that time one of the finest houses in Sarnia, constructed. Peter Salt, one of the Indians occupying this land, was quite a progressive Indian having, I understand, been a church worker. Of David Wawanosh I will speak later. Salt lived in a log house just where the Milne residence is now located and David Wawanosh where the Kerr residence stands. Later on David Wawanosh settled on his land south of the corporation limits and became acting chief. The land lying south of the previous property was owned and occupied by David Wawanosh at this time and his family and consisted of the land lying between what is now Johnston and Talford streets.

David Wawanosh was a talented Indian, had a good education and was an artist of no mean ability. He had a machine or instrument, perhaps I should call it a "camera," but anyway, it was a queer device for taking Daguerreotypes, a system of tubes. It took some time to take a picture, but when taken and finished it was fine. There are Daguerreotypes in our family, taken over 80 years ago, and they are still good, in fact good as when first taken.

Was Hereditary Chief

David Wawanosh was an hereditary chief. He married Elizabeth Laroy, a handsome young Indian maiden near Saginaw, Michigan, and by this union they had two children, Frank and Julia. Frank died at about the age of 16. Julia lived to womanhood and married Dennis Sands of Walpole Island, who was adopted into the Sarnia Indian reserve band. He died in the spring of 1880. By that union they had one child, Agnes, who lived with her mother in the old homestead of Mrs. Sands' grandfather, Chief Joshua Wawanosh, until Mrs. Sands' death in the year 1931. The daughter, now Mrs. Agnes Wawanosh Mern, still owns it and is living in Brooklyn, N.Y.

The land lying between what is now Talford and Devine streets was the farm of Chief Joshua Wawanosh, father of David, a very old man as I knew him back in the sixties. That was why David was chief in those days. Chiefs were hereditary, that is, the office went from father to son. Chief Joshua

married Eliza Maccoosen, a kind and lovable person, and by this union had a large family. Chief Joshua embraced Christianity back in 1829, having attended with three other chiefs some prayer meeting arranged by a number of Methodist missionaries who came from up the lake.

Had Pony and Democrat

Back in the sixties when he attended the mission church on the river front he had a small, black pony and a small democrat wagon, but he never sat on the seat, he always squatted in the bottom of the wagon on some straw, and his wife and young grandson, Joshua, sat on the seat, Joshua driving. The old chief always wore blue black broadcloth, leggings with wide side flaps all the way down. These flaps were beautifully worked in different designs with beads of all colors. He generally wore beaded buckskin moccasins and a long blouse or shirt, reaching almost to his knees. His home was in the house his granddaughter lived in up to her death on South Christina street. Many were the times when I was a small boy that his wife would call me in and give me a piece of maple sugar. She was a good old soul and she died about 1890. Joshua had died in 1875. Their remains are resting in the little cemetery on the Indian reserve.

That land lying between what is now Devine street and Confederation street, was owned and occupied by William Wawanosh and family. William was not a hereditary chief at that time, he was an active chief. Some time previous the Indian Act governing chiefs was changed from the old traditional way, so that when it came to William's turn, he had to take his chance with the other candidates for the office. He did so and was elected by a good majority, to become the first elective chief.

Married Missionary's Daughter
William Wawanosh married Miss Mary Waldron, daughter of the Rev. Solomon Waldron, a white missionary stationed at this Indian reservation from 1854 to 1858. She was a woman of education and refinement. Of this union there were three children, Charles, who is now a Methodist minister, Edward and Gussie, now deceased. Mrs. Wawanosh died many years ago and is buried in Lakeview cemetery. William Wawanosh married a second time, taking for his wife, Miss Amelia Weaver, a daughter of the late Francis G. Weaver, missionary to the Indians of Sarnia Indian reserve, 1877 to 1880. Chief William Wawanosh died February 12, 1907, and was buried in Lakeview cemetery. His second wife is also deceased and her remains also lie in Lakeview.

The next farm was owned by an Indian named Pomosing. This farm was south of the Johnston road. Pomosing and his family lived in a log house near the river front.

Abraham was one of the greatest shots with a bow and arrow in those days seventy years or so back into the past, almost every boy was proficient at pulling the bow string, but Abraham Pomosing was in a class by himself. I have seen him time after time shoot a knob arrow straight up in the air almost out of sight, then take a spear arrow and wait till the knob arrow on its downward passage was probably forty or fifty feet from the ground. He let go the spear and with it split the head of the knob arrow. Those were the days of good archery.

An Indian Medical Woman

All the members of that family have gone to their long rest. Later on this farm came into the possession of Nancy Wapoose, an Indian medicine woman or doctor, who was very successful in getting people of means in Detroit and Cleveland and from a great many places, in her clientele. I don't know if she knew anything about medical skill or healing power, but this I do know—she seemed to satisfy the people she treated, and I suppose that was one of the most essential points, so far as her services were concerned.

One of Nancy's daughters, a handsome young woman, married Doctor Giltson, who arrived on the scene about 1867 or 8. He was about 6 feet 4 inches or 5 inches tall, straight and broad shouldered. He claimed to be a full-blooded Indian, but looked as if some of his ancestors might have known something about the Continent of Africa but, be that as it may, he was a fine specimen of manhood, always jingling the money in his pocket to let you know he of all men was not broke. For some time he cut quite a swath in his practice, driving his little team of bay ponies. They had both been race ponies, known by the names of Kitty Clyde and Switch Tail. He drove them hitched to a red geared buckboard and never out of his pocket. However his career in Sarnia was brief for after a short meteoric residence he pulled stakes and settled in Michigan.

The next farm was owned and occupied by Joseph Wawanosh and family. He was a son of Chief Joshua Wawanosh. The next farm was owned by Nicholas Ka-by-osh, a very sulky Indian and his family. Poor old Nick liked his fire water, morning, noon and night and every minute between time if he could get it, and he seemed to have good success during these

intervals. Nicholas, with all his faults, was a good hunter, and many a saddle of venison hung in my father's larder as a result of his unerring aim. Nicholas married a young Indian maiden named Wus-gee-gense. They had two sons, Moses and Joseph.

The next Indian home was that of Elias Peters, who fell in love with a nice looking Indian maiden named Betsy Ka-bay-ah, and married her. They had two daughters, Betsy and Annie. Betsy never married and is still living. Annie grew to womanhood and became the wife of Chief Elijah Maness, but is now deceased. Some time after the death of Elias Peters, his widow married Joseph Wawanosh, previously mentioned. The next Indian home was that of the Pe-tau-die family, a fine old couple with three sons, Joseph, Daniel and Elijah. Elijah met with an accident when hunting and died from it. Joe grew up, never married and remained on the old home till his death. Dan Pe-tau-die took the next farm, settled down and married Jane Nau-Wang. They had three children. Thomas Wawanosh lived at what was known as the second apple tree, just where Mueller factory now stands on the river bank. He took a liking to Emily Ka-bay-ah, a tall, strait Indian maiden, a married her. They had four children.

Further Land Surrender

That piece of Indian land lying between the then southern limit, at the foot of Front street, and the Great Western Railway on the south and out to the St. Clair river, was surrendered by the Indians to the crown in 1866.

In 1867, J. H. Jones, P.L.S., was engaged by the Indian department to make a survey of this land. He did so and in 1868 the plan was registered and the property put up for sale by the Department of Indian Affairs. The front part of this survey was laid out into lots, and the back part into acreage. A great many people bought at this sale. Building on a small scale commenced almost immediately, also cleaning up of the bush land. The following winter the ring of the woodsman's axe could be heard in all parts and the sound of falling forest giants.

About the first houses to be built on this survey were the homes of Napoleon Lapage, a French fisherman, and Michael Connolly, a Crimean veteran, whose little house was built in the heart of the woods, close to where the bridge works now stand. Martin Costello also put up his little home about this time. About 1871 a better class of houses began to be erected. This survey remained in the township from the time of its surrender to about 1873 or 1880. Then it was incorporated as part of the Town of Sarnia, and became the fourth ward.

Seven Acre Park

In 1875 that Indian land lying between the southern limits of this last survey and the southern limits of Dan Petodic's farm, was surrendered to the crown and in 1877 John J. Franques, P.L.S., made a survey of it, laying it out into streets, lots and a seven-acre park. This was the best laid out part of the city, the streets being eighty feet in width, excepting Dufferin avenue (now Christina street south) and St. Clair street, both of these being about one hundred feet wide. All the lots between Dufferin avenue and the river were 80 by 160 feet and butted on to a 20 foot lane. Those lots east of Dufferin avenue and west of Thistle street (now Vidal) were supposed to be 80 by 160 feet but had no lane at their rear.

A seven acre plot west of Dufferin avenue and north of St. Clair street was laid out for park purposes and was fenced. Maple and elm trees were planted all the way around the inside and outside of the fence. This was intended for the finest residential part of the city.

Situated as it was right on the river's bank, the building of the old Erie and Huron Railway, now the Pere Marquette, spoiled the front and the building of the tunnel spoiled the back. The coming of Imperial Oil Limited swallowed up almost the balance of what was left. In 1880 the plan of this survey was registered and the Indian department immediately put the property up for sale, disposing of the major part of it at first and the balance later on. Parry and Dyble purchased some river frontage for shipyard purposes and the steamers United Empire and Monarch were built at this yard. This piece of property was taken into the corporation of the Town of Sarnia about the time of the registering of the plan.

Mission House Built

On the river front just north of the whirpool in 1831, an Indian Methodist mission was built by the Colonial government. Sir John Colborne at that time was Governor and it was through his good offices that the church was built.

The next year the parsonage was built. The mission house was built by the Colonial government. The early days were used for school purposes as well as for church work. The size of this building was about 40 by 26 feet. Side walls were about 14 feet high and faced the river with its gables north and south, clapboard onto the outside, and painted yellow. A

belfry was built on the roof near the south end. The main door was on the river side and near the south end. The windows were set high up and instead of being vertical, as is generally the case, they were placed in the wall horizontal.

The parsonage was built to the south of the church and stood on that site for 82 years, only being torn down in August, 1924. This building faced the river and had nice grounds, beautiful flowers, currant bushes and peach and apple trees and well-kept gravel paths. The first regular missionary to this church was the Rev. The Rev. Turner and the continued in charge until 1847. From that time until 1850 circuit missionaries served this mission and from this time on to 1872 it was served by regularly appointed ministers. The last to have charge of this church was the Rev. Allan Salt (1868 to 1872). The Rev. George Goodson served from 1872 to 1874. He lived in the parsonage and preached in the new church on the reserve. He was the last minister to live in the parsonage and died there on May 11, 1874.

The Peninsula War

At this time as I have previously stated, Sir John Colborne was governor of Upper Canada, having been appointed in 1828. When a young man, Sir John was a major of the 20th Regiment, also military secretary to Sir John Moore and he served all through the Peninsula war in Spain. My maternal grandfather served all through the Peninsula war as a captain and at the battle of San Sebastian, where the fighting was intense, a breach was blown in the wall and a call made for volunteers for reconnoitering. Do you know what a forlorn hope is? It is a call for a number of brave men to take the lives of their hands and walk to almost certain death. My grandfather was the first to step forward and offer himself and immediately he was followed by four just as brave men from the ranks. They received their instructions and headed by Captain Pelton passed through the breach, reconnoitered the ground and obtained the required information. They returned to report, strange to say, everyone with a sound limb. For that act of bravery, each one of the five received a medal. My grandfather's medal is to this day in possession of the Pelton family in Montreal, where after leaving army life he practiced law.

My paternal grandfather, Francis Tracy Thomas, was also a distinguished British officer. A life-sized oil painting of him in his regimentals, cocked hat, gold epaulettes, knee boots, sword and splendid uniform, is still in possession of the Thomas family.

This part of the City of Sarnia was the home of the first two Judges of the County of Lambton, when the section was in its primeval state. In 1852 the County of Perth was separated from the County of Huron and Judge Burritt was appointed the first Judge of Perth county. The next year, 1853, Lambton county was separated from Essex and Judge Burritt was transferred from Perth to Lambton and became the first Judge. He occupied a house that had been built by the Indian department just north of the Indian church on the river front and on the Indian reservation. He remained here for two years, then was transferred back to Stratford, Perth county, and Judge Charles John Robinson was transferred from Stratford to Sarnia. He occupied the house Judge Burritt had just vacated until about 1858, when it was destroyed by fire. Then Judge Robinson moved into the village into a house on Brock street, known as the red house, living there for some time. From there he moved to Christina street, next door north to the George W. Thomas homestead, living there for a number of years. He moved again to Christina street north, to the house occupied at the present time by Alexander Saunders, registrar of the Surrogate Court and lived there up to the time of his death in the year 1901.

First County Officers

Active as judge from 1855 to 1899, Henry Glass was the first registrar of the County of Lambton, being appointed Oct. 3, 1853. James Flintoff, Sr. was the first sheriff being appointed Sept. 29, 1853. James Flintoff, Jr., was the second sheriff, appointed July 6, 1872. Peter Gaylor Poussette was the first clerk of the peace, being appointed to the office on October 4, 1853. Alexander Scott was the first county clerk, taking office in 1853. He was also health officer for Sarnia from 1855 to 1862. Alexander Vidal was county treasurer from 1853 to 1892.

It is amazing to look back over four score years and picture in my mind's eye things as they were at that time with the dense forests, the Indian in his natural state, the great amount of wild game, ranging from chipmunks to red deer and wild pigeons by the millions, ducks, geese and wild turkeys, in fact any kind of game the hunter wanted, and to look today over the same district and behold the lovely homes, green lawns and boulevards, all well kept, paved streets, big industrial plants of various kinds and the terminals of two railroads; also the St. Clair river tunnel and the homesites of thousands of well-to-do and happy people.

It is almost impossible to realize that it has been the privilege of any one man to witness this great transformation.

We Take Pleasure

in extending to city officials our congratulations on the One Hundredth Birthday of Sarnia. Time has dealt kindly with the city and great advancement has been the result.

Mueller Limited has played an important part in the development of Sarnia by serving the people of Canada with high quality brass goods. Mueller products are made in Sarnia by skilled Sarnia workmen. These products have been established in a highly competitive market and have won for the City of Sarnia and Muellers a name for first class plumbing equipment.

We join with all citizens in paying respect to those hardy and courageous pioneers who started the City of Sarnia. Their judgment and foresight have been justified by the progress made. Sarnia today plays an important part in the social, cultural and business structure of Canada.

Mueller Limited

WATER, PLUMBING AND GAS BRASS GOODS
SCREW MACHINE PRODUCTS
BRASS FORGINGS

HORSE DRAWN TROLLEYS RODE SARNIA STREETS 50 YEARS AGO

Then Came Electric Cars

Now Motor Drawn Transportation Has Replaced Them in Modern Scheme

In this age of modern automotive transportation in which motor busses operate on city streets, it will be the real "old timers" of Sarnia who will recall the horse-drawn cars of the Sarnia Street Railway Company of half a century ago. However the younger generation will readily recall the electric cars which operated between Sarnia and Point Edward and the termination of their service on February 25, 1931 is still fresh in memory.

Established in 1874

From early records it is reported that the original Sarnia Street Railway Company was incorporated in March of 1874 and the first meeting of shareholders was held on September 29 in the office of Messrs Mackenzie and Gurd. The directors of the company were: T. D. Carleton, William Stewart, P. M. Edison, W. P. Edison of Port Huron and Joshua Adams, J. G. McCrae and James A. Smith of Sarnia. Joshua Adams was elected president, J. G. McCrae was named vice-president, W. P. Edison was secretary and William Stewart, treasurer.

In the following year the first line was built and it extended from Davis street to Point Edward, at the latter place near where the provincial fish hatchery is situated. The track was routed by way of Front street, through Bayview park and along the rear of the old Grand Trunk Railway houses in the village. The equipment included one passenger car and a car used for hauling freight, mail and baggage from Point Edward to the city. The cars were drawn by horses.

Reorganized in 1879

The company was re-organized in April 1879 with J. F. Lister, president and Thomas Symington, secretary. In 1889 J. S. Symington became president and in the same year H. W. Mills was appointed manager and secretary, which position he held until his death in 1912. He was succeeded by G. Ernest Wadland who continued in office until the company ceased operation in 1931. At the time of suspension Col. Robert Mackenzie was president.

An additional line was built to the tunnel depot and was opened for traffic in July 1892. In January 1901 the entire system was electrified and additional tracks were laid on George and North Christina streets. An extension was made from Elmwood street to the beach in 1904. Another branch also ran from Wellington street to the Pere Marquette depot by way of Vidal, Confederation and South Christina streets.

In 1903 the directors of the company purchased a tract of land shown as Lake Huron park and equipped it for picnics. The Lake Huron dance pavilion was built in 1904 and served the pleasure-seeking public until the fall of 1930 when it was destroyed by fire. A branch line of the railway operated to the beach in the summer.

The car barns at the corner of Russell Lane and Front street were built in 1912 and they were made large enough to accommodate the string of nine cars and the trucks. At the present time the old barn is occupied by the Martin Transport Company, an inter-urban trucking company.

Tells of Horse Trolleys

At the time when the service was terminated in February 1931 William Rodey, veteran motorman who drove the last car on its final trip gave some interesting sidelights on the early days of the horse-drawn trolleys. Mr. Rodey started his career with the company soon after the first rails were laid. In the early days, he said, when the cars went past the watering-places it was necessary to unhitch the horses and leave the passengers while watering was carried out. This was done on each round trip. The track, as Mr. Rodey recalled, started at the roundhouse at Point Edward and went by what is now Bayview park, along the waterfront and west of the car barns, passing along South Front street. The tracks for the most part were made of light metal with a "side burn rail" nailed to the ties on the inside of the tracks as a safety measure, but more often than not cars would leave the rails and the passengers would have to alight while the conductor and driver would lift up the end and put the wheels back onto the rails.

In the early days the fare was five cents and the fares were handed to the conductor who made change from his own pocket. Later the automatic cash machine was installed and each fare had to be rung up.

TO BUILD POLICE CENTRE

London—(CP)—When Scotland Yard's \$100,000 Broadcasting House is completed, at Grove Park, Camberwell, the finest police centre in the world will be in operation. Secret code messages will be sent out.



PIONEERS YESTERDAY

And Still In The Vanguard Today!

ONE HUNDRED YEARS AGO, SARNIA WAS LITTLE MORE THAN A NAME AND AN IDEAL. TODAY—ON THE OCCASION OF ITS COMING CENTENNIAL CELEBRATION—THIS CITY, AFTER BLAZING THE PIONEER'S TRAIL, HAS PASSED THROUGH SUCCESSIVE AND SUCCESSFUL STAGES OF INTERESTING AND INTENSIVE DEVELOPMENT BECOMING A REAL FACTOR IN MAKING THIS COMMUNITY KNOWN FAR OUTSIDE OF ITS OWN ENVIRONS. THE CAPTAIN VIDALS, ALEXANDER MACKENZIES AND MALCOLM CAMERONS OF THOSE FAR OFF DAYS ARE FOND MEMORIES OF HISTORY, BUT THE SPIRIT OF THESE OLD PIONEERS IS REFLECTED IN THE PROGRESSIVENESS OF ITS PRESENT INHABITANTS. IN COMMEMORATION OF THIS NOTABLE EVENT—A CENTURY OF MARCHING AHEAD—WALKER BROTHERS, SARNIA'S AND

WESTERN ONTARIO'S LARGEST HOME-OWNED AND HOME OPERATED STORE IS STEADFAST IN ITS DEFINITE POLICY OF KEEPING PACE AND IN HELPING TO MAKE THIS CITY ONE OF THE FOREMOST IN THE PROVINCE. DURING THE PAST FIFTEEN YEARS SARNIA HAS GENEROUSLY REWARDED WALKER BROTHERS, WHO IN TURN HAVE TRIED TO SHOW THEIR GRATITUDE BY GIVING IN RETURN "QUALITY MERCHANDISE AT FAIR, HONEST PRICES." IN THE FUTURE, AS SARNIA PROGRESSES SO WALKER BROTHERS HOPE TO PROGRESS.

IT IS WITH A GREAT DEAL OF REVERENCE FOR THE OLD TRADITIONS PLUS THE AGGRESSIVE METHODS OF MODERN BUSINESS THAT WALKER BROTHERS HOPE TO KEEP THE SPIRIT OF THOSE GREAT "PIONEERS OF YESTERDAY"—STILL IN THE VANGUARD TODAY.

WALKER BROS.

Fred Walker

Iven Walker

SARNIA CHERISHES MEMORY OF HON. ALEXANDER MACKENZIE

Famous Son Of Lambton Became Prime Minister Of Canada

Was Stone-Cutter From Scotland And A Self-Educated Man But None Was More Honest Or Upright, Put Principle Before Party

WAS AN ARDENT REFORMER

Lambton county residents cherish the memory of many persons who have played a prominent part in the early history of Canada. None it is believed, is more deeply revered than that of Hon. Alexander Mackenzie, who was the first Liberal prime minister of Canada.

Although he was not born in Canada, the history of this county and of Lambton indicates that no native son could have given more unsparringly of himself in his country's behalf than he did in his span of life. Leaving school at 13 years of age in Logierait, Perthshire, Scotland, where he was born, Alexander Mackenzie can truly be styled a self-made man.

His father died when he was 14 and despite the fact that his mother was left with seven sons to raise, he managed eventually to qualify himself for the highest position in the gift of the Canadian people. One might be even pardoned for a play on words in saying that as a mason-contractor he practically built his way to the pinnacle of Canada and political greatness.

Great construction projects, on which he was a contractor, stand today as monuments to his skill and thoroughness. They lend to the history of his every day task of earning a living, a lustre which makes its rival that of his eminent political career. He was also, for a time, a journalist, yet, despite all these accomplishments, there crowds to the forefront of his life's history, evidence that possibly more outstanding than all these, was an innate quality of honesty and integrity.

Sarnia has a particular claim on the fame of Alexander Mackenzie for it was here he made his home most of the time he was in Canada. It was in Lakeview cemetery that his remains found their last earthly resting place. He died in Toronto on April 17, 1892, while representing East York in the House of Commons. He was 70 years of age when the end came.

Other descendants of the original Mackenzie family still reside here in the children, James, one of Alexander's brothers. They are Robert Mackenzie, William Mackenzie and Miss Margaret Mackenzie. Charles Mackenzie, son of Alexander's youngest brother by the same name, also resided here until he moved to Windsor a short time ago. However some of the latter's children, including David Mackenzie, secretary to Ross Gray, K.C., M.P. at Ottawa still call Sarnia, home.

Alexander was one of 10 children, all sons. Thomas, Donald, Adam died in infancy. The others, Robert, Hope Fleming, John, Adam Stewart, James and Charles, followed their brother to Canada, and prospered in the land of their adoption. Their mother died at Sarnia in 1861, surrounded by her seven sons, two of whom, Alexander and Hope, were in parliament.

Student Of The Bible

Alexander, the future prime minister of Canada, obtained much of his early education from reading the bible and other literary, historical, theological and philosophical works. He received some of his primary experience as a stone-cutter in the construction of stone bridges on railways in Scotland, but it was after he came to Canada in 1842 that he received the bulk of it.

Records indicate that it was in Kingston that he obtained his introduction to his Canadian training as a stone-cutter and where he first started as a contractor. His primary undertaking on his own account was the building of a portion of Fort Henry and this led to contracts on other big construction works, which he handled wholly, or in part, on his own account.

From the Beauharnois and original Welland canal he carried his skill to the building of the local court house and jail as well as the court house in Sandwich, now a part of the city of Windsor. Many other public buildings in Canada add to the number of monuments to his memory.

Associated With Famous Men

The name of Alexander Mackenzie was associated with some of the most famous in the political history of Canada. These included Sir Wilfrid Laurier, Hon. George Brown, Hon. Edward Blake and William Lyon Mackenzie. It was as leader of the Liberal party in the common on October 7, 1873, that Alexander Mackenzie precipitated action which was said to have resulted in the resignation of the government of Sir John A. Macdonald.

On that occasion Hon. Mr. Mackenzie moved an amendment to the speech from the throne to the effect that the conduct of the Macdonald government's ministry toward the Canadian Pacific Railway char-

ter had deprived it of the confidence of the country. The debate went on for seven days and before the division came Macdonald's government resigned.

Mackenzie formed a new ministry taking, in addition to the premiership, the portfolio of minister of public works. In the general election which followed his government was sustained by a majority of almost three to one. Thus he became the first Liberal premier of the dominion and retained power until 1879. At this time a severe depression gave "Sir John A." the opportunity of returning to power on a platform based on a policy of protection.

Outstanding Legislation

Outstanding legislation, which marked the tenure in office of the Mackenzie government, was that creating the Supreme Court of Canada and a system of simultaneous voting. In October 1878 the government was defeated however, but the Hon. Alexander continued to lead his party, although in opposition. He continued as such until 1880 when, because of failing health, he resigned. He was succeeded as leader by Blake and later by Sir Wilfrid Laurier.

Mr. Mackenzie moved to Toronto and in 1880 accepted the nomination for East York, to which seat he was elected. He continued as a private member until 1892, the year of his death. He had never suffered personal defeat from the time he first entered parliament.

In 1881 he was elected to the Ontario Legislature. His brother, Hope, the previous member, had temporarily retired and Alexander was elected in Lambton riding by 141 votes. From this period, politics occupied practically the whole of his life. He was a member of either the provincial or dominion house—for a short time a member of both until dual representation was abolished—from 1861 until 1892. On December 20, 1871, Hon. Edward Blake formed a Liberal ministry in the province, and Alexander joined the cabinet as secretary and treasurer. On the passage of an act, prohibiting a member from sitting in both houses, Blake and Mackenzie both resigned.

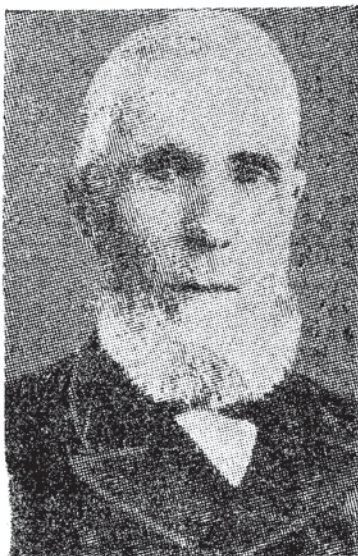
The story is told about a visit of Hon. William Macdougall to Lambton in 1887 to speak in support of Alexander Vidal, who was opposing Mackenzie in the campaign, a particularly bitter one. For two weeks the battle raged between Macdougall and Mackenzie, and finally the climax came at Arkona when the former made a slashing attack on Mackenzie, charging disloyalty to Queen Victoria. The Tories at the joint meeting cheered wildly, and it looked like the end of Mackenzie's political career.

Mackenzie got up to reply. "Mr Macdougall," he said, "calls me disloyal. Me disloyal? Do I not wear the Queen's uniform? Have I not camped with my fellow citizens on the border to repel the Fenian invaders who would trample under foot the British flag? Can Mr. Macdougall quote a word of mine either in parliament or out reflecting upon the Queen or the British monarchy? Let me tell him to his face that he is mistaken. Loyalty to the Queen as a noble sentiment in which all true Liberals share, but loyalty to the Queen does not require a man to bow down to her man-servant, her maid-servant, her ox or her ass." At the last word he quickly looked toward Mr. Macdougall. In the ensuing election Mackenzie's majority was 600.

Principle Before Party

That Mackenzie put principle before party is shown in a letter he wrote to a friend after the defeat of his government. "I know well," he said, "that certain Reformers, well-mean-

FAMOUS SARNIAN



Hon. Alexander Mackenzie, who was prime minister of Canada, 1873 to 1879, was perhaps the most famous son of this city.

ing people, too, think I might have so managed as to retain power. These people think a ministry ought not to maintain itself so much to give effect to principles as to administer affairs for the benefit of the party. Neither my colleagues nor myself could accept such a view.

"Of course, we were bound to look to the interest of the Liberal party; but we considered that we were best doing this by giving effect to their principles. I could not dream of pretending to adopt a policy, to any extent whatever, which I believe to be clearly wrong. We had all the pressure of so-called hard times to combat. This gave an impulse to protectionist principles, surprising enough in an enlightened country. "The protection theory is easily stated; with uniformed or prejudiced people it takes at once. Revenge on the Yankees seems also to be the idea uppermost in many minds. The proposition: 'They put 20 percent on our wheat, why can't we put the same on theirs?' looks so plausible that some people do not stop to reason. Demagogues make many believe that if we put 20 cents on foreign wheat, the price of our own would be enhanced by that amount.

"It is true that it was almost entirely among the more ignorant that such nonsense prevailed. I found very few, indeed, of the leading men indoctrinated with such absurdities; but one vote is as good as another. To manufacturers we could give further protection for a time, but not without doing a wrong to other classes and destroying our revenue."

Incident Related

One incident characteristic of Mackenzie's determination "to avoid even the appearance of evil" was told by his secretary, the late William Buckingham.

Rev. Dr. Clark, of the Zion Tabernacle in Sarnia, appealed to Mackenzie for a donation toward missionary work. It was just prior to the dissolution of parliament and the former premier replied: "We are expecting an election before long, and it is a rule with me never to give, or promise to give, for charitable or other purposes when we are near an election."

After the election was over, Dr. Clark was surprised to receive from Mackenzie a substantial cheque for the missionary scheme.

To understand the man better, tributes paid by Lord Dufferin and Sir Wilfrid Laurier, one before his death and the other after, are conclusive.

Said Lord Dufferin: "The better I have become acquainted with you, the more I have learned to respect and honor the straightforward integrity of your character, and the unmistakable desire to do your duty faithfully by the Queen, the empire and the dominion. In my opinion, neither in England nor in Canada has any public servant of the crown administered the affairs of a nation with a purer patriotism, with a more indefatigable industry, or nobler aspirations than yourself."

Laurier's Tribute

Sir Wilfrid said of him: "He was as straight and solid as his own masonry . . . a thorough going party man. Not that he would for an instant countenance

any tricky or underhand 'practical' politics; he was too unwaveringly honest for that . . . but he was certain that the Tories had inherited most of Adam's sin, and he usually had the facts at his finger ends to prove it. We never had a better debater in the house. . . . He made an excellent administrator. . . . He had not the imagination nor the breadth of view required to lead a party or a country. . . . But would he well if we had more Mackenzies in public life."

It was early in the fifties that the young contractor started taking an active interest in politics. Correspondence passed between himself and William Lyon Mackenzie, although Alexander was never closely associated with the reformer. However, his known sympathy with William Lyon Mackenzie resulted in some of Alexander's stone work being destroyed in this city.

But young Mackenzie was more of a peaceful reformer than William Lyon Mackenzie, and he soon attached himself with Hon. George Brown, then leading several groups which were joining in opposition to the Tories. During his lifetime Alexander looked on Brown as his political idol.

For a time Alexander was organizer for George Brown, and he was successful in obtaining Brown's re-election in Kent and Lambton. Although he always had great confidence in the platform and press, Mackenzie had greater confidence in organization. In this regard he wrote to a friend: "I am sure that a close organization and canvass are of infinitely more importance than meetings. Meetings do not accomplish much, compared with canvassing and organizing, and a resolute effort to have every man out on polling day."

Mackenzie never suffered personal defeat from the time he first entered parliament. In 1878 he paid a visit to England and Scotland and was received at Windsor by Queen Victoria. On three occasions he declined offers of knighthood.

Was Married Twice

Hon. Mr. Mackenzie was married twice. His first wife was Helen Neil and his second, Jane Sym. It was with his first wife's family that he came to Canada from Scotland. Her father and brother were stone cutters and they with two daughters, Mrs. Steed and Helen, were members of the group.

The party of emigrants arrived at Kingston, where the next day young Mackenzie located a job as a stone-cutter. Unfortunately for him, though, his employer got into financial difficulty, and at the end of the season all Alexander had for his work was a note which proved to be valueless.

In these desperate circumstances, Alexander faced his first winter in Canada. However, the father of Sir Oliver Mowat heard of the young Scot's plight, and offered to place him on a farm at Loughborough, near Kingston. There the Neils, Steeds and Mackenzies spent the winter, clearing the forest during the day and at night reading books of poetry, philosophy, history and the Bible.

Meanwhile a prosperous ship-building yard was established at Sarnia by Hope Mackenzie, his brother and the Steeds, Neil and his family also came to Sarnia. In 1845 Alexander married Helen Neil, who was then 20, and they arrived in Sarnia two years later. The same year Hope went back to Scotland and brought the rest of the Mackenzie family to Sarnia.

Helen Mackenzie was in poor health when she arrived at Sarnia, and her death occurred in 1852. By his first wife he had an only daughter, Mary, who married Rev. John Thompson, minister of St. Andrew's Presbyterian church in Sarnia, and who died in 1920. The Thompsons had three children, Mrs. Daniel Strachan, mother of Ian Strachan, M.L.A., of Toronto; Alexander Mackenzie Thompson, Ph.D., professor at McGill University; and Robert F. Thompson, also of Toronto, all of whom are living.

Alexander later married Jane Sym, eldest daughter of Robert Sym, of Perth. There were no children by this marriage.

Died At Toronto in 1892

When Mr. Mackenzie died in Toronto, on April, 1892, a service was held there, after which the body was brought to Sarnia. A public service was conducted in St. Andrew's Presbyterian church by the Rev. Mr. Thompson, his son-in-law and interment took place at Lakeview cemetery.

In 1852 Mackenzie entered into his short journalistic career at Sarnia. He became editor of the Lambton Shield, whose motto was: "With or without offence to friend or foe, I sketch your world exactly as it goes."

"In those days," a biographer has said, "local sheets printed scandalous paragraphs, the more vulgar because blanks were used in place of names—names obvious to the reader as those of the people it was the writer's intention to wound. Those were the days when local newspapers were at their worst."

A Libel Action

Mackenzie is said to have edited his paper in the existing fashion

More Attractive Sarnia Is The Aim Of The Horticultural Society

Established in 1920, Society Has Continued in Face of Many Obstacles to Move Towards its Goal

Organized with the objectives of improving the general appearance of the city providing attractive gardens to stimulate a greater interest in horticulture, the Sarnia Horticultural society, in the past 16 years has directed its efforts towards making Sarnia more attractive.

Like many other organizations with limited public support the society has nevertheless made headway in the face of difficulties and has a great deal of good work to its credit. The College avenue garden, the Ferry Hill garden and the floral designs in various parts of the city are a constant pleasure to behold.

Established in 1920

The society came into being on April 9, 1920, when at a meeting of interested parties, it was decided to form the Sarnia Horticultural Society. The late D. N. Sinclair was the president and George Wenino was secretary. Other officers were:—first vice-president, Henry Conn, second vice-president, T. C. McCobb; the directors were the late W. B. Clark, A. Parsons, W. Dent, the late W. T. Goodison, Mrs. P. Clark, Mrs. R. Richardson, Mrs. J. D. Mills, Mrs. McGowan and the late T. F. Towers.

At the time W. J. Hanna assumed the presidency and she held office for eight years. H. O. Tredwell, the present president, held similar office in 1925. The other president was Dr. R. K. Stratford, who officiated in 1934 and 1935.

Since inception, the society's efforts have been to create an interest in floral culture and the beautification of homes, public buildings and the brightening up of unsightly lots. For the first few years it was difficult to make headway because of lack of a suitable site for a garden which the members could cultivate and which would be under the society's supervision. In 1927, however, a parcel of property on College avenue was purchased by Mrs. W. J. Hanna who, in the interests of horticulture, turned the property over to the society for the purpose of a demonstration garden. Dr. R. K. Stratford was instrumental in designing the garden.

Sets The Example

It has been the society's aim to introduce to garden lovers, both old and new, varieties of plants and flowering bulbs by planting samples in the College avenue garden. This venture has been successful and today there are hundreds of varieties of flowers grown in the city which might not have been grown, but for the society's garden.

A few years ago the society became interested in a proposal to beautify the ferry dock hill property of the Canadian National railways. Through the efforts of Arthur Kirby, mayor at that time, permission was obtained from the railway to cultivate the area facing the St. Clair River. This was no small undertaking, but with the assistance of the city council it was accomplished and today is recognized as one of the lovely spots in the city. The attractive design and the layout of the garden has been commended by tourists and visitors and citizens.

Ion, although far above any vile methods of accomplishing the sordid. William Buckingham, Alexander's private secretary, said that after reading a copy of The Lambton Shield, regard for truth compelled him to join in the opinion expressed by Martin Chuzzlewit to Colonel Diver over the writings of Jefferson Brick, that they were "horribly personal."

Finally Editor Mackenzie fell foul of Hon. Malcolm Cameron, who started a libel suit over certain writings that in a roundabout way accused him of corrupt political practices.

Damages Against Him

The court allowed Cameron damages of 20 pounds and Mackenzie was also assessed costs totaling 150 pounds. The paper was ruined financially, and Alexander paid the money out of his own purse.

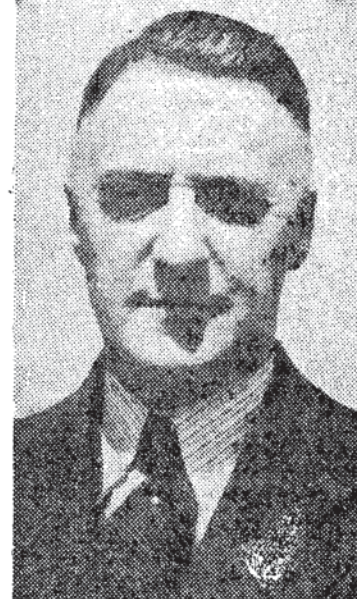
"The valedictory notice Mackenzie wrote for The Shield described the libel suit as 'a part of the political history of Canada. . . . Malice was no part of our motive, and infamy is no portion of our punishment, but we suffer pecuniarily for our outspokenness."

Throughout his life Mr. Mackenzie showed a profound respect toward all things divine. He became a Baptist and adhered to that faith during his lifetime, although in Sarnia he attended St. Andrew's Presbyterian church.

Alexander saw good in all denominations, and he was often heard quoting the remarks of Robert Hall, celebrated English Baptist divine, that he would do a great deal to make for man a Christian, but would hardly cross the street merely to make him a Baptist.

Mackenzie had not gained wealth during his many years in public service. In fact, he died a comparatively poor man.

H. O. TREDWELL



H. O. Tredwell this year directs the Sarnia Horticultural Society as president.

The society feels that its efforts have been appreciated and it is the members' hope to continue to

improve other spots and to maintain the gardens.

The 1936 executive is: honorary president, Mrs. W. J. Hanna, president, H. O. Tredwell; first vice-president, W. F. Stubbs; second vice-president, H. A. Couse; secretary, Miss E. Elliott; treasurer, Miss B. Chester; directors, Mrs. L. MacAdams, Miss B. Chester, B. Wees, John Rutherford, R. C. Elmer, Rev. F. G. Hardy, Miss S. Knowles, Rev. J. M. Macgillivray, Dr. R. K. Stratford and Thomas Laurie.

Here Are New Ways To Use Peaches In Tasty Desserts

By ALICE LYNN BARRY

Like many other fruits, peaches are now in season for a greater length of time than was the case formerly. When they are on the market, peaches should be served as often as possible in many tempting ways.

When a peach is luscious, juicy and sweet, we suggest that it be sliced and eaten. But very often a peach that lacks somewhat in flavor or is a little coarse in texture may be turned into a most delicious dessert, which is where these recipes score.

Peaches that might not be just perfect for eating or for a short-

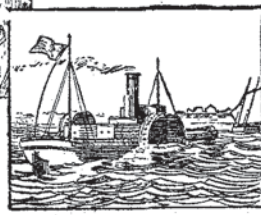
cake may be converted into a peach Washington pie with the help of sweetened condensed milk. Blend one can (one and one-third cups) with one-quarter cup lemon juice and stir until mixture thickens. Fold in one cup crushed and drained fresh peaches. Spread between cake layers and cover the top with confectioners' sugar.

The better your peaches, the better will be this peach pie. It even will bring forth unsuspected delicacy of flavor in the fruit. Blend together one and one-third cups sweetened condensed milk and one-quarter cup lemon juice. Fold in one cup freshly-sliced fresh peaches. Pour into a nine-inch pie plate lined with chocolate wafer pie crust. Cover with whipped cream—one-half cup of heavy cream sweetened with two tablespoons confectioners' sugar.

Refrigerator Cake

A peach refrigerator cake is appealing on a hot day, not only because it is so temptingly chilled when served, but because it needs no cooking and can be prepared in the cool of the morning and put in the refrigerator until dinner time. Here it is: Blend together one and one-third cups sweetened condensed milk and one-quarter cup lemon juice. Stir until mixture thickens. Add one cup fresh sliced peaches. Beat two egg whites until stiff and add to mixture. Line narrow, oblong pan with wax paper. Cover with fruit mixture. Add layer of chocolate wafers using 24 in all, alternating until fruit mixture is used, and finishing with water layer. Chill in refrigerator six hours or longer. To serve, turn out carefully on small platter and carefully remove waxed paper. Cut in slices and serve plain or with whipped cream.

When Sarnia Was Just A Small Community



Cast your mind back to the year 1847—eleven years after the Community of Sarnia began.

There were only a few struggling Canadian newspapers. Stage coaches were used for settled districts but farmers had to carry their grain on horseback in sacks to the mill. Postage stamps had not been introduced. There was no telegraphic communication; only the beginning of a railway and no ocean steamships had arrived at Quebec.

Before 1847 Canadians had difficulty in securing life insurance protection because there was not one Canadian Life Insurance Company.

Life Insurance was brought to Canadians by Mr. Hugh C. Baker, of Hamilton, who founded the Canada Life in 1847. On November 9 that year, Mr. Malcolm Cameron was appointed agent for the Company for Port Sarnia—so that the Canada Life has served the people of this community continuously for almost ninety years.

Two years previously—in 1845, when Mr. Baker wanted to insure his life, he had to travel 500 miles to New York City—a long, arduous journey under the existing modes of travel.

It was that trip which inspired the founding of the Canada Life.

This Company pioneered in Canada for almost 20 years before any other Canadian Life Insurance Company was organized. Lecturers had to be sent out to inform the people as to the meaning of the words "Life Insurance."

The Canada Life now extends service to the public through a widespread organization, embracing Canada, United States, Hawaii, Great Britain, Northern Ireland, Irish Free State and Newfoundland. This service is entrusted to men and women who have measured up to Canada Life standards of integrity and ability, and who jealously guard the high reputation gained by this Company through its 89 years of service.

Colin C. O'NEIL

C. L. U.

District Manager

The Canada Life

Assurance Company
Established - 1847

Canada's Oldest Life Assurance Company

"OLD TIMES CHANGED, OLD MANNERS GONE" SUCH IS HISTORY

How Sarnia Grew From a Pioneer Settlement To Modern City

FROM FIVE SMALL LOG CABINS BUILT BY THE FRENCH CANADIAN SQUATTERS THE IMPERIAL CITY GREW IN A CENTURY—BUT, WRITER SAYS, PERHAPS WE HAVE LOST SOMETHING THAT THE EARLY SETTLERS POSSESSED

Editor's Note:

In the September 1923 issue of "Mer Deuce" a semi-regular publication of the Algonquin Historical Society appeared the following article: "Sarnia—a Short Backward Glance" from the pen of Mrs. C. J. Nisbet of this city. It is completely appropriate for reproduction in this Centennial Edition.

A stranger visiting Sarnia now and seeing its factories, churches, schools, banks, shops and all the tokens of a flourishing young city of about 18,000, may find it hard to believe that 91 years ago it was all wilderness. There were no roads, not even a wharf, for I was told by an old resident, that she had come out from Wales in 1832, a child of 10—with her father, mother, and nine other children, the youngest a baby in arms, and she remembered landing from the boat where thick bushes grew to the water's edge. All was wild and terrible to them, her mother sank on a log and wept with fatigue and dread for she had been told that there were Indians all about and that they were cannibals!

To add to their discomfort there was no place to get food and they had nine miles yet to go to their destination which was the Jones Settlement at Maxwell.

There were only five small log houses which had been built that year by Joseph Lafarge and four other French-Canadian squatters. From this small beginning sprang "The Rapids" as the place was called, and which later became Port Sarnia and for many years past it has been simply Sarnia.

The river was the great highway—every person came and went by boat, either one of the sailing vessels, or the high pressure side wheel steamer that came up from Detroit at stated intervals—I think twice a week at this period.

In September 1832 the "Red Jacket" landed my grandfather, Capt. Richard Emeric Vidal, lately retired from the Royal Navy and looking for a home in the New World for his family. He was so pleased with the situation and possibilities, that he decided to take up his own grant of 200 acres at this place. He did so and before returning to England left orders for the building of a large log-house to receive his family. He went back to England to prepare for the move, and early in the summer of 1834 the old home at Bracknell, Berks, was sold and the household goods packed for the long voyage of seven weeks on a sailing vessel. Then came the journey by railroad and boat from New York to Rochester across to Toronto (where they rested for a few days) and on by way of Niagara River, Lake Erie, Detroit River, Lake St. Clair and finally River St. Clair, arriving at their destination on Aug. 17, 1834. Capt. Vidal had seen much active service in the navy, and had fought in all parts of the world—was promoted step by step till in 1830 he was made Commander and the following year he retired on half-pay.

His long training at sea made him a good settler and when he could not get what he wanted, was a sailor's resourcefulness he made something else do. His education, experience and sunny, cheerful disposition made him a natural leader, so when the rebellion of 1837 broke out, he immediately offered his services to the government and took command of part of the frontier command of Lt. Col. —in conjunction with officers who had settled on river and lake front.

He also acted as "weather bureau" for years, sending regular reports to the government of the daily readings of thermometer and barometer, wind, etc., and he was collector of customs for a number of years.

He was one of the three men who founded Sarnia, the other two were George Durand and Malcolm Cameron, and these names will never be forgotten while the streets of Sarnia remain.

George Durand came in 1833 and opened the first shop, also later he built a saw mill, which village, for until then lumber had out the first log Dec. 15, 1837.

This was a great thing for the time being brought from Detroit or from Desmond, Mich., on the other side of the St. Clair, a little way up Black River, where there was a saw-mill, a shop, and a post office.

Mr. Durand bought and sold land as well, and it was he who gave the site for the Roman Catholic Church "through loving respect for his wife." A large block of shops and offices on the west side of Front street is still known as

the Durand block.

The Hon. Malcolm Cameron was an outstanding character, well known through the length and breadth of Canada. When he first came to Sarnia he was a handsome young man with bright dark eyes, curly hair, firm pleasant mouth and a genial hearty manner. He was full of fun and had a great stock of stories to tell on every occasion and was altogether a very popular man. He was twice Sarnia's representative in parliament and for a time a cabinet minister, but specially prominent as an advocate of the temperance cause, to which he freely devoted time, influence and money. He came with his wife and one little daughter in 1835, bought 100 acres adjoining Capt. Vidal's land in the centre of the present city, and laid it out in town lots. He was instrumental in bringing many good settlers to the County of Lambton from his former home—County of Perth. He built a second saw-mill, a grist mill, had a general store, and was a large shipowner doing business as a lumber man, and in one particular year one-sixth of all the oak timber shipped from Canada to Great Britain was shipped from Lambton county by him.

Mr. Cameron gave the land on Christina street for the first Presbyterian church, as well as the lot on the corner of Lochiel and Brook, to which the first Methodist church, a small frame building, was moved from the adjoining square where it previously stood.

Capt. Vidal, in 1848 bought a large lot from Mr. Durand (because he did not think any of his own land suitable) and built on it a pretty red brick church with seating capacity for 100, which property he presented to the Diocese of Toronto. So these three pioneers were men of vision, helping to build up the future town in material things and striving to make it a law-abiding, God-fearing place.

The years 1834-1835 brought so many new settlers to the village that it was thought time to choose a better name than "The Rapids." From Capt. Vidal's diary, I take this extract:

"Jan. 4th 1836—Wet, cloudy day. Held our first township meeting. I was called to the chair and appointed commissioner. The village was named 'Port Sarnia' by a vote of 26 against 16."

Sarnia was the old Latin name for Guernsey, and had been chosen for the township the previous year by Sir John Colborne who was formerly governor of that island.

There was a strong effort by some of the inhabitants to call the village "New Glasgow," but fortunately, in this case, wisdom was with the majority, and Sarnia had a name of its own. Front was, however, called Trongate street for years; in the Lambton Shield of Jan. 5th, 1852 (the first paper published in Sarnia) there are advertisements of shops and offices on "Trongate street," while others just next them were on "Front street"; by degrees the first name dropped out.

I have mentioned "Desmond" as being the name of a post office in Michigan, U.S.A. (where the city of Port Huron now stands). It was a very important place to the village of Port Sarnia for all letters and papers came and went through it, and had to be carried over the river by canoe or sailboat, and in the winter on the ice, all of which was risky in bad weather, and many narrow escapes are recorded in Capt. Vidal's diary, so that after one of these we are not surprised to see this entry: "Met at Harris about getting a post office."

It is true that sometimes Mr. Jones the Indian agent sent letters by special Indian runner via Chatham, but that was irregular and not very satisfactory, so we can imagine the delight of the village when the first mail came in from London by man on horseback Feb. 11, 1837 and George Durand was the first postmaster.

This arrangement continued twice a week till Jan. 7, 1840 when it was replaced by a post-stage which arrived on that day carrying also three passengers.

This meant that the road had been at last made passable between Sarnia and London, though for a long time after, parts of it were still dangerous, being corduroy over dense swamps, and when the water was high, the logs sometimes floated.

The intercourse with Desmond or Port Huron continued and a regular ferry service was established, so we know that our opposite neighbor was growing.

Another entry from the diary

gives this bit of information: "April 1, 1836—wrote out a petition for Crompton for establishing a ferry."

So this was the beginning of the regular ferry service which has gone on ever since. The first craft was a sail boat; then came two large dug-out canoes braced several feet apart with a platform laid across, and a paddle-wheel in the centre. The motive power was a mule which tramped round and round on the platform.

Later a large scow was used, and 4 mules did the work. A rival scow employed 4 horses and the competition was keen for a time; then the scows were replaced by the "Sarnia," a side-wheel steamboat which plied between Butler street wharf on the Port Huron side of the St. Clair and Sarnia—till it in turn gave place to smaller, swifter steamers which went up Black River a short distance, and landed passengers in the centre of the business section of Port Huron, which had shifted in the course of years.

No sketch of Sarnia's early days would be complete without a mention of the "N. I." a small tavern kept by Oliver Allan. It stood where the present "Belchamber House" now stands, and was known far and wide by this name, the result of the painter's extreme conscientiousness. When ordered to make the sign "INN" on both sides alike he "pinned" the letters through to be sure and have them the same. As more and more families came to the village, houses were built and streets laid out, garden plots were fenced, a very necessary precaution, as cows, chickens, and geese, roamed at will.

The roads were very bad in most directions, and the necessary journeys from the river in and out to the various clearings in the bush were toilsome. In many places vehicles of any kind were impossible, and everybody rode on horseback, and the best roads followed the lake shore to Maxwell, Errol, and other settlements, and the river bank to the south across the front of the Indian reserve to reach the Township of Moore.

I should say that in summer it was good. When the clay was baked hard, the track wandered about sometimes painfully near the edge of the steep bank of the St. Clair, then back again to cross a very primitive bridge over one of the frequent gullies running into the river. But in bad weather or the road was so wet and sticky the horse could scarcely walk and wheels and step were almost hidden with stiff blue clay. To get out and walk "to make it easier for the horse" was quite a common thing. The reserve to the south of Sarnia was laid out by the government in 1827 when large areas were ceded by the Indians, and the government built big cabins to encourage them to settle down to farm work and fishing; and a school house which at first served also the purpose of a church.

To teach and work among the Indians came first Rev. Thomas Turner in 1832 who stayed for two years and was followed in 1834 by Rev. James Evans, who was in charge for four years, and was very highly esteemed both by Indians and white settlers. He it was, who in 1837 went about among the settlers and got subscriptions to build the little frame chapel which was the first place of worship for the settlers in all this district, and was used by all the Protestants till 1841 when the Presbyterian red brick church was built and Rev. Mr. Macalister was inducted the following year, the first settled minister north of Sandwich.

The bad roads and great difficulty involved in a journey to London or Toronto was much felt by the people of Sarnia, and in Nov. 1836, Capt. Vidal makes this entry in his diary: "Employed writing an address to the public about the proposed railway between here and London." This came about, but not till years later. Meantime, the "London Road" was slowly making its way through dense forests and wide swamps towards London and when finished was the usual way of approaching Sarnia from the East. This road was planked and kept in good repair for some years by the Township of Sarnia, and a toll-gate stood just east of the village, where everyone was "held up" for the toll of a few cents.

The only other toll-gates in this district were on the Plank road running S.E. to the oil regions. This was made I think about 1860, and the nearer of the two gates is still in existence. So, with growth of the village came and improvements, more shops, houses, docks, warehouses, mills,

a tannery, a foundry—and schools. The first schools which were built for that purpose were two small cottages which stood on the east side of Christina street just opposite St. Andrew's church. The saint trustees of the Grammar and Common school bought a lot from Capt. Vidal on Sept. 5, 1842. The price paid was \$90.00. The frame building was the Grammar school where "Dominie Walker" held sway, followed by Rev. William Evans, and a long list of worthy men who taught most of the youth of Sarnia, first in this little school house, moving in 1860 into the new Grammar school, then considered a very fine building, which occupied the site of the present hospital. Here several teachers were needed. Still later the Grammar school became the collegiate in a handsome new building on London Road. As the school again outgrew its quarters, the present new Collegiate and Technical school on Wellington street was built, and has been occupied during the last year, with a large staff of teachers and pupils.

The little common school, taught by Miss Sophy McCall also outgrew its small building here, and for many years passed and small buildings for public schools sprang up in all parts of the town, and they have kept on overflowing ever since.

In 1858 a great event took place when the Great Western Railroad was opened from London to Sarnia with one train a day. So the

dream of the pioneers came true and a tremendous impetus was given to the growing town. Lumber yards, elevators, steamboat connections, all meant increased business and population.

In 1859 the Grand Trunk was opened from St. Mary's to Point Edward, the cars being taken across the narrow, swift channel (where all the lake rushes into the river), on a car-ferry to continue their journey to Detroit.

A stage ran between Sarnia and Point Edward to convey passengers, and also a ferry, the first being the "I. C. Spicer"—then the "Sea Bull" and the "Rapid." Presently a track was laid and a horse-car took the place of the stage, till the Grand Trunk absorbed the Great Western, and, that became the main line, the trains going through the town to Point Edward.

The next change was the great work of building the Sarnia Tunnel in 1891 under the river—which cut off Point Edward from all but freight trains. Sarnia has another railway running south to Chatham and on to Lake Erie, and connecting with the Michigan line by a car ferry. It was first the Erie and Huron, but now is called the "Pere Marquette."

One great event in Sarnia's history was the visit of H. R. H. the Prince of Wales, afterwards King Edward VII on Sept. 13, 1860. The whole village was gai-

ly dressed with much display of bunting and evergreens, and several beautiful arches, one opposite the Bank of Upper Canada (now used as the County Building). Indians were well represented in the great welcome to the Prince, and some came all the way from Lake Superior in their great war canoes. There were addresses from various societies and corporations, and the Prince and suite were driven to Point Edward to a grand banquet prepared in the new Grand Trunk station. He also had a short trip on Lake Huron on the "Michigan" and then returned to London.

Sarnia shared largely in the excitement of the Fenian raid—soldiers from Toronto were quartered here, and the drills and marches were most interesting to the children at least. One Sunday I remember seeing a company of soldiers called out of church in the middle of the service. An alarm had been given that the Fenians had landed just below the town and though it proved to be false, the consternation it caused was real enough. An old inn on the London Road called Hall's hotel was used as barracks afterwards, till it was torn down a short time ago.

Sarnia owes much to Imperial Oil Limited which has given work to thousands, and has been for years the premier industry of the place, but it, like many others, is comparatively modern and beyond the scope of this sketch.

There has always been more or less fishing done in lake and river, and fifty years ago it was a picturesque sight to see the big seine paid out from the stern of a heavy row-boat, in a large semicircle, then drawn to the shore by men pulling at both ends till the centre was dragged in with its struggling, silvery mass of fish of various kinds. If there happened to be a big sturgeon among them it was thrown out and left on the beach as quite useless, a contrast to present days when they consider it most valuable. Fishing in the lake now has nothing beautiful about it—pond-nets with rows of stakes are not ornamental and motor-boats are not picturesque.

"Old times are changed, old manners gone," and though I freely admit that many of the changes are improvements, I think we have lost something that the early settlers possessed.

MUSIC SOOTHES BEAUTY NERVES

London—(CP)—Society beauties make up most of the models at the Royal Academy this year because "professionals are going over into photography," said a 18-year-old "Sonja" well-known for the richness of the costumes in which she

is painted as for her blonde beauty. Painters' models, she explained, are paid 54 cents an hour, but a photographer's model earns \$10 for a sitting, which may be only a matter of minutes. Many of the 100 and more painters from whom she sits now work to the radio and gramophone as it helps in overcoming the strain of holding poses for hours on end.

Sonja makes many of her most talked-of costumes herself out of "old bits." For John A. M. Hays' Academy portrait of her as a Russian noblewoman of pre-war days she made the dashing fur cap out of the discarded collar of her sister's coat.

The tight shimmering silver jacket had been a pantomime property and was drawn together all down the back with large safety pins. Two old curtains made the luxurious pink-taffeta-lined cloak, and the aristocratic came was a broom handle. Finally, Mr. Hay cut her elegant cavalier gauntlets out of an old pair of Guardsman's gloves. For this portrait Sonja gave Mr. Hay 23 sittings of three hours each.

Sonja is in great demand for Victorian costume portraits because of her extreme slenderness and unsophisticated manner.

A. K. Lawrence painted her in powder blue wool georgette dress of the 90s which he had kept for 10 years while waiting for a model with a waist small enough to be hooked into it. J. C. Smithers painted her in a pale green taffeta jacket which had belonged to his great-grandmother.

WALKER STORES, LIMITED

Extend to Sarnia

Sincere and Cordial Greetings and Congratulations, on this, the Celebration of Its One Hundredth Birthday

From the far-off days when the bull whips cracked over the plodding oxen in the fields—when men of iron sailed stout little trading schooners up and down the St. Clair and along Huron's shore—when—uncovered from nature's storehouse in the eastern part of Lambton County, the first black liquid gold of what was later to prove to be amongst the greatest oil discoveries of this continent, since 1836 when the tiny settlement on the St. Clair was formally christened Port Sarnia—it has been blessed with generations of forward looking and earnest people.

To those hardy settlers whose inspired interest in Ontario brought their footsteps and set their courses to this district, and who have since passed on; to those younger pioneers still living among us; to the many Sarnia Old Timers whose attendance at the Centennial Celebration is so eagerly expected; and to the present population, there is due a deep recognition of the worthwhile lives and work they have given this section of Western Ontario.

1836

Into the past has gone the time when the more primitive forms of daring and danger were the spice of life to our early settlers, when the fields and the forests were shared with the bear and wolf and when white man and red were just learning to live in complete amity of today. Not long after the year of Sarnia's naming saw a great growth of National and International Commerce on the St. Clair River. The years since have seen this same river become a connecting part of the greatest waterway of the world. They have also seen railways and highways make a network between Sarnia and its sister communities. But today as ever, the faith of a people, the work and life of those in this city and on the farms surrounding it, contrive to show the same fortitude in the face of new difficulties, to work and plan not only for today, but for the years ahead and the fruition of things for future generations.

To the City of Sarnia and community, then on this occasion of its one hundredth birthday, Walker Stores Limited extend the congratulations due.

WALKER STORES LIMITED

are proud to be of service, both direct and remote, to this city and district, to have had, and to have, the opportunity of growing up with its people, and to wish them

1936

A HAPPY and SUCCESSFUL CENTENNIAL and a CONTINUED and GROWING and PROSPERITY

THERE WAS A TIME WHEN SARNIANS HAD PIGEON DINNERS

Passenger Pigeons Came Here By The Millions Each Year But Are Now Believed to be Extinct

(By Frank T. Thomas)

At this season of the year in my boyhood days, was the time for the migration from the south to the north of the passenger pigeons, and I thought, perhaps, a short history of their habits, migration, and nesting, might be of interest to the present or rising generation who have no idea or knowledge of the passenger pigeon as it existed back in the Sixties, of the last century and previous to that time. As a general rule, after a heavy thunderstorm, in early April, the wild pigeons would begin to fly continuously for about ten days or two weeks, sometimes sparsely and at other times in dense flocks, almost from horizon to horizon and at times obscuring the sun. The swish of their rapidly moving wings forcing the bodies of such a dense mass of millions of birds through the air, at such a rapid rate, caused a sound like that of the low rumble of distant thunder.

For the present generation this sounds extreme, but nevertheless, it is correct, as any of the old residents of this locality, will, if their memory is good, bear out what I say.

From the North

The pigeons would fly as a general rule from the north or northwest, to the south or southeast, giving once the impression that they had been sojourning in the north, but such was not the case. They really came from the warm and sunny south, starting on their annual migration trip to their breeding grounds or rookeries, farther north. They would follow the Mississippi River north, till they came to the head of the Great Lakes, cross over and circle back to their breeding places in Michigan, Ohio and Indiana and millions of them would land in this western peninsula to nest and hatch their young. Millions more would light in the thick pine forests of Michigan, and other millions go to Ohio and Indiana breeding grounds or rookeries, there to build their nests, and hatch out their young. At their roosting places they settled in such great numbers in the trees, that from sheer weight, the limbs gave way and broke down sometimes killing great numbers of the birds. During such times a person with a long pole could knock the birds out of the trees.

As a general rule, when the pigeons were flying over the town they flew high, but sometimes low enough that a gun discharged into a flock would bring down numbers of them. Almost every house possessed a gun and every man and boy understood handling it and the majority of them were good

shots for the chase was a large part of their living and the major part of their sport in those good old days.

It was a common thing those days to sit down to a pigeon dinner, sometimes roasted and sometimes stewed. They were good either way, but more often they were roasted a nice brown and filled with dressing nicely seasoned.

What a Choice!

Geel! I wish I had a feast of it before me now. Partridge, quail, wild turkey, venison, wild ducks and geese were not, luxuries in those days. They were a common everyday occurrence.

I am getting away from my subject. Now this was the mating season, and as the pairs were mated up they would commence building their nests which took them three or four days. After the nests were finished and eggs laid, which would be immediately on completion of the nest, the hen bird occupied it in the morning while the male bird went out into the surrounding country to feed, returning some time before mid-day and taking the nest while the hen went out to feed, returning about the middle of the afternoon, again taking the nest and the male bird going away again to feed, returning just before sundown.

Constant Hatching

A continuation of this routine was carried out from day to day till the young were hatched out, and nearly grown, at which time all the parent birds left the nests about daylight, returning at intervals with food for their young, and to sit on and keep them warm. It took from 11 to 12 days to hatch out the young birds from the day the eggs were laid. In about two weeks the parent birds left their young to shift for themselves, going to other breeding grounds, to repeat their nest building and hatching process, but not before they fed their young so lavishly they became so fat that sometimes they fell out of the nests. A few days more and the parent bird would drive them from the nest to take care of themselves.

The passenger pigeon stood out in strong contrast in lines of beauty to the domesticated or tame pigeon. It was more lofty (if I may use that phrase) head thinner and longer, bill long and slight, but strong, eyes large, full and protruding, full of snap, showing energy and eternal alertness, neck long and slender, body and legs longer, also the wings and tail longer than that of the tame pigeon. The spread of the wings

from tip to tip was two feet and over.

Dark Ashen Blue

The general color of the male bird was a dark ashen blue. Its neck was of golden purple, with a greenish hue, and when the sun shone on it, it was beautiful. The breast was of a reddish brown, gradually turning to white as it receded underneath and back of the legs. Its tail was tipped with white, which was backed up by almost black, fading out as the body was reached, to the blueish color of the back.

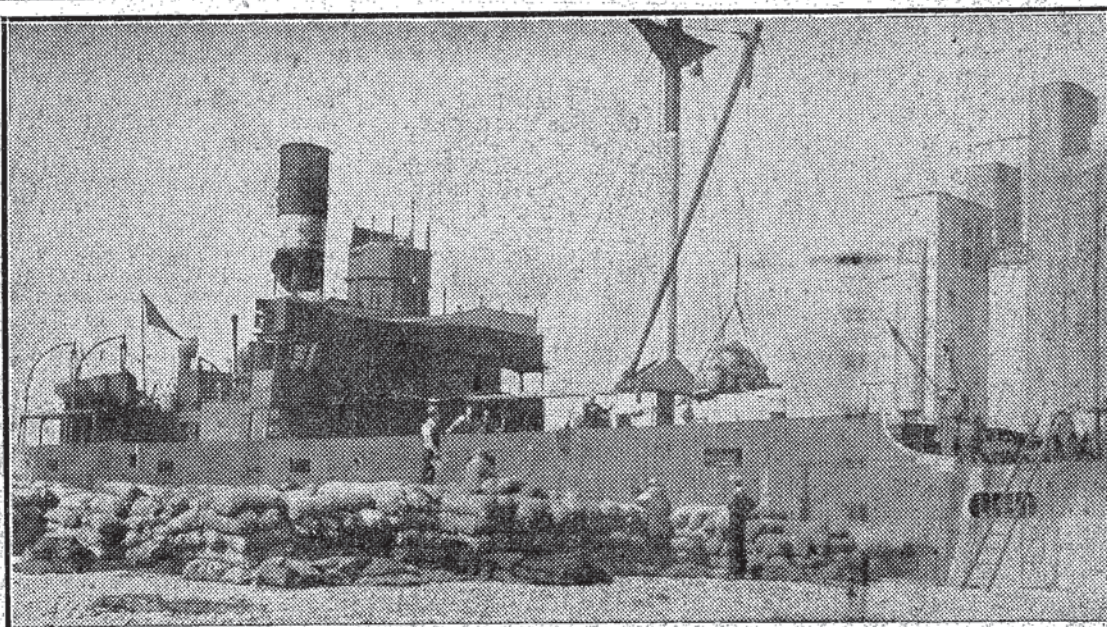
The female, or hen bird, was (I use the past tense, because the species is now supposed to be extinct) slightly smaller than the male, and her color less resplendent. The cutting down of the pine forests, the awful forest fires and last, but not least, the pot hunter, or pigeon man, as he was known, who caught, and net trapped these beautiful birds and shipped them to the large cities for food hundreds of tons annually, were the causes of extinction of the once countless millions of pigeons. Towards the end of the sixties these birds began to be very scarce and, so far as this locality was concerned, the early seventies saw the last of them.

Unlike other birds of migratory habits, after they left us in the early summer, to go farther north, we never saw them return in the fall, or late summer.

Our friend the blackbirds, stop off here in the spring or early summer, hatch out their young, disappear, go north, add another family to their credit and some fine morning in the late summer, just as you want a little more sleep, a concert is staged outside your window. The blackbird family have returned for a short visit on their way south and they want you to know it.

Never Came Back

Not so with the passenger pigeon. He never came back this way. He took wing for his southern home, but instead of coming this way, flew due east to the Atlantic coast line, then followed the coastline south over eastern Canada, and the Atlantic states of the Union and on over Florida, the Gulf of Mexico, Cuba, the Caribbean Sea, to Central and South America, there to follow up the natural proclivities, of mating, hatching and rearing young, which they did every month in the year. The rapidity of flight of the passenger pigeon was very great. Pigeons shot and killed here often contained in their crops wild rice that could not be found outside the swamps of the southern states.



Shipment Of Onions

A considerable business is done from the Port of Sarnia in the way of shipment of the products of the county to Western Canadian markets. Lambton County is one of the heaviest producers of vegetables, especially potatoes. The picture on the left, however, shows a full boat load shipment of onions, grown in the Blackwell district to a Western market. This was actually the first water shipment of onions ever made from this port.

"MOTHER AND I TALKED IT OVER AND WE Decided on Silverwood's

MORE AND more people are turning to Silverwood's Sarnia Dairy for their supplies of milk, butter, ice cream, cottage cheese, table and whipping cream, etc.

They find that the dairy products we distribute are fresh, pure, palatable and high in quality

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Petrolia In 1864 And After

When the early boom at Oil Springs subsided some of the newly-created oil experts of that day started out to find another oil field and seepages of oil from the banks of Bear Creek below the present locations of the old Laney and Fairbank homes at Petrolia attracted their attention to the flats nearby and in 1864 they drilled a few wells and found a little oil. From this starting point drilling operations were followed up in a northwesterly direction and about a mile away, the first big find was the King wells in 1865 on the Blind line near Eureka street and the boom was on.

Nearby the wells and Noble farm came in rich and drilling in several directions followed. The Laney wells on Centre street were big producers and several gushers were found on the John McMillan and Col. Shoemaker properties. Big wells at Marthaville and further west soon brought in the "Devil's Halk" and on the 12th concession and the Bradley, Coryell and Gillespie gusher on the Holmes sideroad. By this time, about 1870, drilling rigs were pounding the rock night and day in every direction.

The Field is Extended
In a few years the operated territories with 15,000 wells miles wide with 15,000 wells pumping and 100 drilling rigs hunting for more. It is estimated that for several years 50,000 cords of wood were consumed annually in the production of steam for pumping rigs, etc. Hundreds of horses were used in these activities. A sidewalk from town to west of Marthaville was six miles long. During the active days, several nitro-glycerine plants, boilers and machine shops were in operation.

The First Refinery
The first oil refinery was built by an American company on the banks of the creek at the east end, back of the Hugh Smiley house. The house at that time was used as an office. Cooly, Perkins and Co. followed with a refinery across the creek and on the brow of the hill towards Hillsdale. Later in the seventies, 12 to 15 refineries were in operation and fronted on over two miles of the railway tracks.

During the early boom days, nine hotels were in full bloom at the east end of the town. The first Anglican service in the district was conducted by the Rev. Mr. Brookman in the barroom of the American hotel, at that time owned by Fletcher and Boswell.

An Oil Well Sold

J. H. Fairbank sold his first oil well at Oil Springs in the summer of 1864 for \$6,000 and was paid for same in gold at the Bank of Montreal, Sarnia. In speaking of the incident in after years, he said, the bag of gold was rather heavy to carry. In the late summer of

1864 he had made his first visit to the district which later on was named Petrolia by Patrick Barclay, the first postmaster. During this visit Mr. Fairbank was favorably impressed with the oil prospects and followed by buying the 300 acres of bush land on which he built his first home on the south side. He purchased the land in 1864 from Mrs. Robertson, a widow, of Wyoming, for \$3,000 and in 1865 it was worth \$250,000. In a short time he was interested in many business activities and became very wealthy. He died in 1914.

Mr. Englehart Arrives

J. L. Englehart came to Petrolia in 1877 and in company with the Guggenheims, of New York, purchased the "Big Still" refinery, which was built by Parsons and Noble. In the early eighties the Imperial Oil Co. was organized and took over the J. L. Englehart and Co. refinery.

In the early days, the present site of the Charlotte Eleanor Englehart hospital was owned by Harry Prince and Frank Smith and their wells on it, the Gem, Moonlight and Eclipse were well known oil producers. Another was owned by these men was the Reliable, near the railroad station.

The G. W. Ry. branch was built from Wyoming to Petrolia in 1866. The writer gleaned the interesting points of this write-up from Charles Jenkins, J. H. Fairbank and other early operators.

Royalty Gave

(Continued From Page 1)

to his party and in accordance with a request of the council he pronounced that Sarnia was now a city.

At conclusion of the addresses Princess Patricia was presented with a bouquet of flowers by Miss Margaret Diver, daughter of the late George B. Diver and Mrs. Diver and granddaughter of Mayor Dagan and Mrs. Dagan. The Hon. Katharine Villiers, lady-in-waiting to Her Royal Highness, was also presented with flowers by Miss Edith Mackenzie, daughter of Mr. and Mrs. Charles Mackenzie. The maid of honor for the occasion were Miss Ellen Gertrude Cook, daughter of the late T. H. Cook and Mrs. Cook, Miss Catharine Hanna, daughter of the late W. J. Hanna and Mrs. Hanna, Miss Beatrice F. Mueller, daughter of Mr. and Mrs. O. B. Mueller, now residents of Port Huron, and Mary Lebel, daughter of Mr. and Mrs. E. A. Lebel.

Planted a Maple Tree

While at the park the Duke planted a small maple tree, using a nickel-plated spade which was

Sarnia Has Had

(Continued From Page One.)

James F. Newton; 1928, W. J. Scott; 1929, James F. Newton; 1930, 1931, Arthur Kirby; 1932, James C. Barr; 1933, Homer Lockhart; 1934, Gordon Hodgins succeeded by E. J. Blake; 1935, Edward L. Bedard and 1936 William F. Crompton.

Perfect Relics of The Coppersmith's Art Found

Fort William (CP)—A copper axe-head, perfect relic of the coppersmith's art as practiced in prehistoric days, has been unearthed on the banks of the Kaministiquia River near here.

It is believed to have been fashioned by the Mound Builders, a tribe who developed prehistoric copper mines on Isle Royale and who understood the secrets of copper smelting.

The implement measures seven inches in length, half an inch thick with a cutting edge hammered down to a width of two inches. The edge has a steel-like hardness.

In the past copper fish-hooks, tempered copper drills and other implements have been found near Fort William. The axe-head will be presented to the city for exhibition with other specimens.

MILITARY HISTORY OF SARNIA RECORDED BACK AS FAR AS 1855

District Once Organized To Meet Threat Of An Invasion

History of Old 27th St. Clair Borderers is Traced Back to the Exciting Times of The Fenian Raids, When Rural Districts Were Organized to Meet the Threatening Situation

(By Major Fred Gorman)

An Old Trooper



Major Fred Gorman, veteran Sarnia soldier, is still keenly interested in military matters and has contributed an excellent historical sketch of the old 27th St. Clair Borderers to this page.

campments was introduced by the commander of the Lambton Battalion, Lt.-Col. Ellis. For drill purposes at camp an outfit was issued consisting of cotton shirt with pocket, straw hat with red puggaree and brim turned up at the side fastened with regimental badge. It was smart looking, extremely comfortable and luckily caught the fancy of the officer in command of the camp. The following year this dress was generally adopted and is still in use for drill purposes at encampments.

The Early Arms

The battalion was first armed with muzzle-loading Enfields, the old Brown Bess. These were later replaced by the Snyder-Enfield, a breech-loader, which prevailed until 1895, when the Martini-Enfield was issued. Following the Boer war the Lee-Enfield, a magazine rifle was adopted and has been the arm of the militia since, excepting for a few years when the celebrated Ross rifle was experimented with, but had to give way to the Lee-Enfield as a service rifle. The triangular bayonet was in use with the Snyder-Enfield and Martini. Slings, belts and all straps were of buff and had to be eternally pipe-clayed. Knapsacks were square, of black tarpaulin material, with interior wooden frame. When in use on parade the knapsack was surmounted by the regulation tin canteen, greatcoat strapped on the back and worn high on the shoulders. All pouches were of black leather and required to be highly polished. Everything was brass-trimmed. The soldiers of that day were redolent of pipe clay and a varied assortment of more or less aromatic polishes. With the issue of the Oliver equipment, which came in with the Lee-Enfield, and was of brown leather the polishing burden was considerably lightened, while the web equipment of the present day is better still.

Early Uniforms

In the early days of the regiment the material of uniforms was of heavy woollen, close-textured material. The greatcoat was of grey frieze and had a cape. The tunic was of scarlet cloth with blue facings, and lined with heavy woollen serge. The buttons, regimental numerals and badges were of white metal, but at a later date brass was authorized. The trousers were of cloth with a red stripe. The only pocket in the outfit was one about the size of a watch pocket in the waistband of the trousers. Everything had to fit snug and tight for one to be rated a smart soldier. The earliest head dress was a small round soft woollen cap with no visor.

In the early eighties helmets were issued. A blue cloth helmet with white metal spike, front plate and chin strap were adopted by the Lambton Battalion. Later these were supplanted by the regulation white helmet with brass trimmings still in use in many regiments for full dress. In the early eighties the round woollen forage cap was discarded and the Glen-garry adopted which was later supplanted by the wedge shaped service cap similar to that now in use by American troops. In the middle nineties a more easy and comfortable outfit was authorized. Everything was easier fitting and of lighter serge material, with pockets galore. The greatcoat was of much the same material, the cape being discarded and voluminous pockets added. All of this contributed to comfort and when properly fitted was not detrimental to smartness in appearance. Since the Great War the regulation dress is that now in vogue. In the late nineties an innovation that added greatly to the comfort of troops undergoing training at annual en-

Drill in the early days was stiff and formal. The soldiers stood stiff and straight as the proverbial ram-rod, close together, elbow to elbow and all changes of front and direction were made by wheels. It was all very ponderous and pretty to look at. The change to opening up the line, allowing the men freedom of action with the arms, and performing drill manoeuvres by formation instead of wheels came in the nineties and is far more flexible and speedy. Early in the present century, when Lord Dunsandel was in command of the militia he introduced a drill, along the lines of that used by cavalry, for general use by all arms of the service. It was fairly practicable, but on his retirement from the command a year or two later his successor reverted to the old form of drill for the infantry.

Pleasant Retrospect

In retrospect it is pleasant for one to look back on a connection with the regiment, dating from 1883, when the writer first signed the service roll as a musician and has been more or less intimately in touch with the organization and its personnel since that date. The regiment has generally made steady progress and in the district has ever stood high in point of efficiency and in contributing to the defence of the country and Empire whenever conditions so required. It is gratifying to note that the present organization is fully alive to its obligations and takes its full share of honors in point of efficiency and readiness to serve.

"Semper Paratus et Fidelis."

Make-Up Artist Speaks His Mind About Faces

London.—(CP)—The man of 10,000 make-ups, Max Factor, can find only one fault with Englishwomen's faces—they are not "dramatized." Max can follow up this statement with a 35-year record of "making-up" faces of practically every movie star in Hollywood. "The modern face must be dramatized," he says.

In his long association with stars from the movie capital, Max says he has found only one face so perfect that it did not need to be dramatized—Sylvia Sydney's. He also says that Greta Garbo, Swedish actress, is not a really beautiful woman and Katharine Hepburn was considered ugly on her arrival at Hollywood.

The Present and The Past O. C.



On the left is Lieut.-Colonel J. Sidney Milne, Officer Commanding the Lambton Regiment, Sarnia's active militia unit. Col. Milne succeeded Lieut.-Colonel S. G. Stokes M.C., who had held the command for four years. Col. Stokes had succeeded Lieut.-Colonel C. S. Woodrow who also saw service overseas. Second-in-command of the Lambton Regiment is Major E. Lloyd Fielding, who served overseas.

Lambton Regiment Is Present Military Force Of The District

The Lambton Regiment succeeded the old Twenty Seventh, much of the history of which unit is related on this page. The Lambtons maintain a full strength unit according to the establishment of an infantry battalion of the Canadian non-permanent militia. They train at camp and at the armory each season and are considered an efficient unit.

There have been reports to the effect that under militia reorganization contemplated at the present time the Lambton Regiment may eventually give way to a battery of artillery and a company of engineers, but this plan of reorganization is still in the tentative stage. Whatever may eventually be done this city will continue to be the headquarters of a unit or units of the active militia.

The Lambton Regiment has a fine military band, under the direction of Band Sergeant-Major W. E. Brush. This is the former Sarnia City band. In recent years it has been outfitted with the full dress uniform of the regiment, scarlet tunics and blue trousers and presents a remarkably smart appearance.

The Lambtons are a popular unit and have an officers' and sergeants' mess on North Front street.

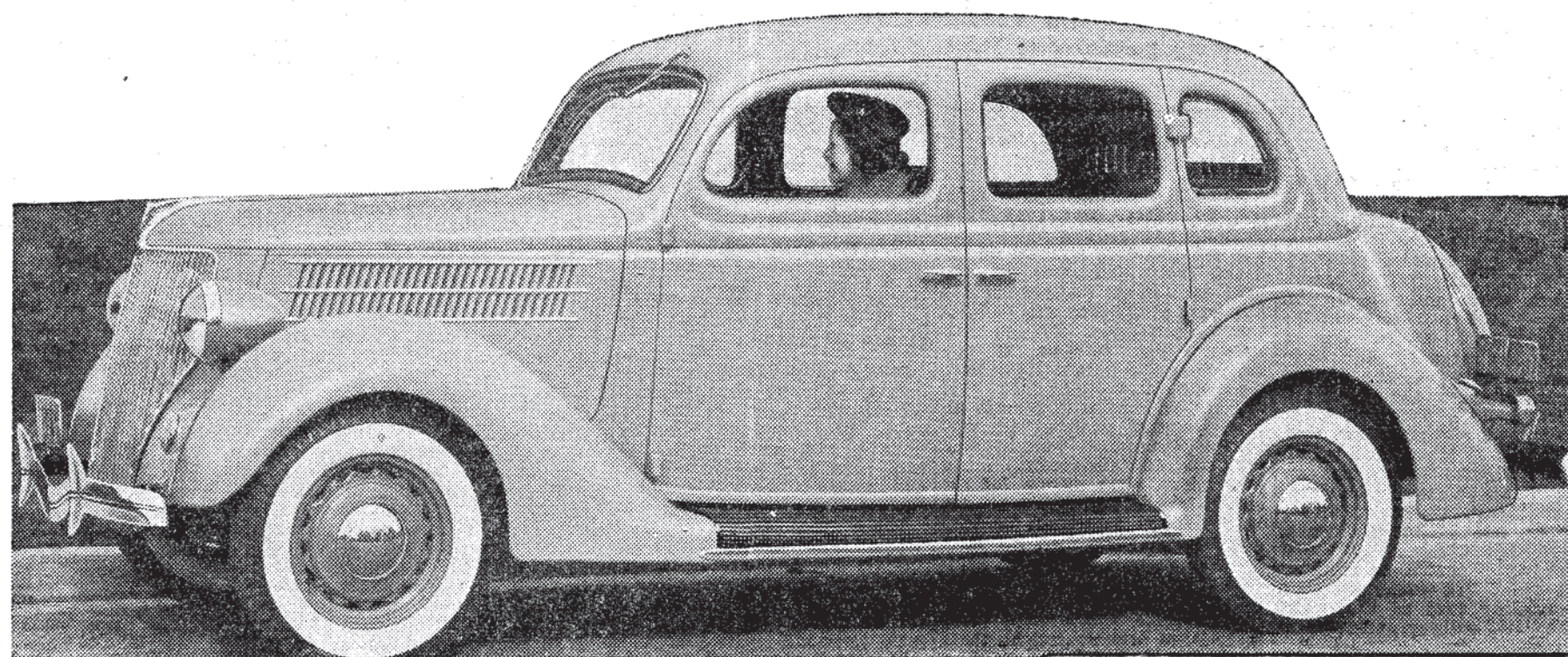
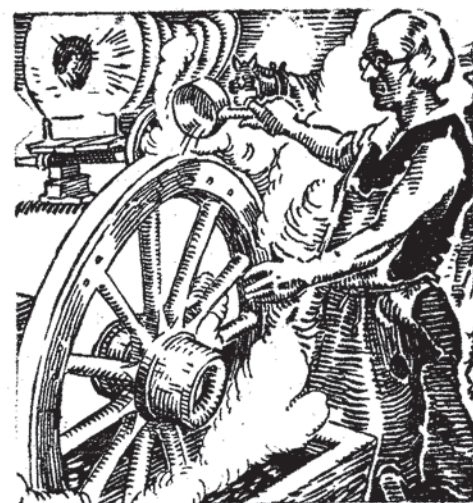
Women Police Prove Worthy in London

London.—(CP)—The few women who have been attached to the Criminal Investigation Department of Scotland Yard have justified their appointment so well that their number is soon to be considerably increased. At present there are three women detectives in the West End divisions of the Metropolitan Police Force, and it is suggested there should be at least one woman detective in each other division.

PROGRESS!

from

COVERED WAGON to MODERN MOTOR CAR



Back in 1836 when Sarnia was first named as a village, the covered wagon or "prairie schooner" and the Lake and River schooner provided a dependable, if uncomfortable, means of travel for the early settlers of this district. But "Time Moves On"—It is now 1936 and Sarnia is celebrating its 100th Birthday. The seaworthy little lake schooners have gone, replaced by majestic modern steamship trading to all Great Lakes ports and many foreign countries—Our modern buildings, paved streets and highways are the descendants of clapboard structures, corduroy trails and roads. The modern powerful easy riding Ford V8 has replaced the historical covered wagon.

is the trail blazer of the automotive industry—having contributed greatly to the development of modern transportation not only in Canada, but throughout the whole world.

Today the Ford V8 sold by The Lambton Motors, Ltd., is the accepted standard of performance, dependability and value. You have only to notice the number of Ford cars on the streets of this city to realize that Sarnia motorists as well as millions of others throughout the world endorse this statement.

The Lambton Motors Limited heartily congratulate Sarnia on the occasion of its "Centennial" and joins with the city fathers in welcoming back native sons from everywhere to the "celebration."

Sarnia is an outstanding example of Canadian progress. The Ford V8 similarly

THE LAMBTON MOTORS, Ltd.

AUTHORIZED FORD SALES & SERVICE
SARNIA, Ontario

Sarnia Was Like a Military Camp In Year Of 1866

Sarnia was once in the throes of war's alarms though few of its citizens of today recall that excitement.

It was in 1866 when the organization in the United States, known as the Fenians, proposed to invade Canada, one of the jumping off places to be Fort Guelph or Port Huron.

Incidents of the Fenian Raid made an indelible impression for the reason that in the years 1866 and 1867 troops from all over eastern Canada in the number of probably 4,000 were quartered in Sarnia at various times. The first detachments came in January of 1866 from the York Rifles, the Caledonia Rifles and the Brantford Rifles. They were quartered in the Alexander House, which stood where the present post office is located and many were billeted in private homes.

Like Military Camp

During the following summer other troops from Ottawa and various Ontario communities were brought here and the town took on the appearance of a military camp. They were brought to Point Edward by train and marched from the depot in their full military equipment presenting a rather war-like spectacle. Hall's Hotel,

which stood at the corner of the London Road and North Vidal street, on the lot now occupied by a gasoline filling station, was also used as a barracks.

The schoolboys of those days had the time of their lives. Often a report would come that a new contingent of soldiers was to arrive at Point Edward and the school would be emptied in a few minutes as the boys just had to be there to see the troops detain.

A fire occurred in a two-story frame structure where the Belchamber apartments now stand. Had it not been for the aid of the soldiers at this fire, destruction of all the surrounding buildings seemed imminent.

Much interest centred in a detachment that came from Owen Sound wearing coonskin caps with a tail hanging down at the back of the headgear, which was similar to that worn by the old pioneers and Indian fighters.

Attack Never Came

Of course there never was any attack by the Fenians here though a close watch was kept along the St. Clair River. Frequently there were false alarms of an invasion, and the troops would be ordered out, only to discover that they had been hoaxed.

RAILWAYS PLAYED DECISIVE PART IN DEVELOPMENT OF CITY

Building Of The St. Clair Tunnel In 1888 Transferred Grand Trunk Terminal From Point Edward To Change Course Of Events

Events From Earliest Days of Rail Transportation in District are Described by J. S. Crawford, Retired Engineer in Gripping story—In 1880 Old Wood-Burning Locomotives Gave Way to Coal Fueled Engines Which Gradually Grew in Size Until we Have Monsters of Today—16,000 Cars of Freight May be Handled in a Week in the Tunnel Yards Today.

(By J. S. Crawford)

When two boys trade knives they are merely following an impulse that is innate in human beings, that is to trade with one another. This is the urge directing all trade. In most cases the object which is bought and sold is not where it is needed, but must be moved, thus requiring transportation. Transportation as a link between producers and consumers, and as a dynamic force of civilization, affects the welfare of every human being. It has been rightly said that transportation has contributed more towards the development of the United States and our great Dominion of Canada than all other enterprises put together. The same may apply to many smaller communities. The business of a railway is to provide transportation and then to sell it to those desiring to ship goods from one place to another or to travel.

Sarnia is celebrating this year its centennial as an incorporated community. It might be well for citizens to stop for a moment and consider what kind of a hamlet Sarnia would be today, had it not been for the railways. The writer, with his parents, one older brother and a younger sister, settled at Point Edward in 1869, and is therefore in a position to relate some of the interesting railway history pertaining to Point Edward and Sarnia.

The Great Western

The first railway to operate in the western portion of the province was the Great Western, with its main line running from Niagara Falls and Toronto to Windsor. In the year 1858, a branch line was built from Komoka to Sarnia. This branch ended at the foot of Cromwell street. One of the old landmarks of this early pioneer railway, was the old depot which stood at the end of the line just south of Cromwell street and which quite recently has been torn down and the ground beautified with shrubs, flowers and terraces. Other substantial buildings at that time were a large elevator of frame, and an engine house. The building which is now used by the Canada Steamship Lines as office space and passenger shed was formerly used as a freight shed by this railway company.

A little four-wheeled tank engine which burned wood did all the necessary switching service in the yard and it was operated by a man named Collins. A small, one-track slip just south of the elevator, permitted the loading and unloading of the few cars which were ferried across the river at this point by a steamless ferry. It was towed when occasion required by the old "Sarnia," which was the slowest boat on the river at that time. All the trains on this line were called accommodation trains. They were slow and stopped at every weigh station along the line. However, this was a vast improvement over the ox wagons which many of the settlers had to use before the coming of the railway, for conveying supplies between Sarnia and London.

The Grand Trunk

Passengers going to Buffalo, Stratford, Toronto and eastern points, however, usually took the Grand Trunk out of Point Edward because of the better time made and the better class of coaches. There was no street railway, bus or other public conveyance and a regular ferry service provided the means of transportation between the city and Point Edward. The little ferry was known as the "Seagull." The writer, then a little boy, living at Point Edward looked upon these excursions as the thrill of a lifetime. The engines on the Great Western line were all of the wood-burning type, with a great balloon smoke stack. The bell was placed on the buffer beam and operated automatically from the engine truck, giving a ding-dong sound all of the time that the engine was in motion.

In the early sixties, the Grand Trunk Railway was completed from Portland to Point Edward and later extended to Detroit. At that time Point Edward was nothing more than a wilderness of woods and swamp. However, through evidences found later of human skulls, skeletons, flint knives, arrow heads and such things, it must have been the battleground of various tribes of Indians, before the

way clear. The river at this point never really became frozen over on account of the swift current, but occasionally would become so filled with ice from Lake Huron, that the ice would lodge there and with low temperatures would knit together so that people could walk across to the American shore. It might also be mentioned that in addition to the winter difficulties the ferries experienced some thrilling times during the navigation season.

On different occasions the Huron was carried miles down the river in the ice floes. Another time during a south wind in the fall it was actually blown out into Lake Huron and was given up for lost in a heavy sea. Searching tugs failed to locate her and reported that she had gone down with all hands. She had, however, taken refuge behind Kettle Point and the next afternoon came steaming back to her job, having crossed the lake to the Michigan side and worked her way down under the lee of the land. She had a couple of box cars hanging over her bow.

Grand Trunk Main Line

The Grand Trunk main line and branches were first built to what was called a wide gauge measurement while, all of American lines were built to standard gauge. On account of the interchange of first class sleeper coaches from the American to the Canadian side of the river, a novel plant was equipped at Point Edward so that the cars could be changed from wide to standard gauge in a few minutes. The trucks were changed from wide to standard gauge, which would allow the cars to proceed to their destination. The same proceedings applied to cars which came across the river for the east.

In 1874 the Grand Trunk Railway changed its gauge from wide to standard, the difference in the gauge being about nine or ten inches. Preparations for the change were made in advance and the entire change was made within 12 hours, the work beginning at 7 a.m. Sunday and being completed by 6 p.m. the same day. There was only a slight inconvenience to traffic on the line while the change was being made.

In the early 70's there was an entirely different situation in existence with regard to the railways. They were merely in their infancy, with small engines and cars were used on single tracks, and severe weather conditions hampered the regular schedules. There was a large movement of population to the Northwest also, and the big problem for the railways was to provide sufficient transportation facilities for the volume of business which was at their command. Livestock which was shipped over the line and killed to be watered and fed at Point Edward necessitated three or four trains daily. Large cattle and hog pens covered a space of 50 acres and were in use continually. These stock trains were run in competition with similar trains over the New York Central and Michigan Central and the road giving the fastest transportation usually received the business. As a result every employee was kept on tip-toe but sometimes the despatch was not satisfying and a complaint would be registered with the officials. The superintendent was a broad Scot who would admonish his staff in the following manner: "One man that detains a pug train will be immediately discharged. But no one ever was discharged."

Immigrant Trains

There have been as many as five or six trainloads of immigrants waiting in the Point Edward railway terminal for boat connections for Western Canada. The conditions which these persons travelled under were appalling when compared with conditions of today. One doesn't have to stretch his imagination very far to picture the scene of 500 or 1,000 men, women and children cram-

J. S. CRAWFORD



James S. Crawford, ex-mayor of Sarnia and for many years a widely known C.N.R. passenger train engineer. Mr. Crawford is now retired.

med into third class coaches after having crossed the Atlantic as steerage passengers and then coming by rail from Halifax, Quebec or Montreal. The odor from the immigrant cars was sickening, but the railway did all possible to meet the situation.

At Point Edward an immigrant shed was built and from this to the river was a runway. In the water a space was enclosed with a fence and here in the shallow water whole trainloads of people could wash and bathe themselves in clean fresh water. The railway also washed the cars out thoroughly.

The Beatty line of passenger boats, consisting of the Ontario, Quebec, Manitoba, Asia and Sovereign and later the United Empire and Monarch carried the majority of these immigrants to the West. On their return they carried cargoes of flour and grain which were shipped to the eastern points over the Grand Trunk Railway.

The larger part of the grain shipments from Chicago consisting of corn, oats and wheat were brought by sailing vessel to Point Edward where it was unloaded to the elevator. As many as ten or twelve vessels lashed to each other, waiting turn to be unloaded was not an uncommon sight. With all this business being transacted within its borders, Point Edward soon became a thriving village. The Grand Trunk Railway seemed to be blessed with far-sighted officials and their motto was expansion. In 1881 the Grand Trunk Western was acquired by the G. T. R. and then in 1883 the Great Western Railway was amalgamated. In the following year the connection of the Grand Trunk Railway between Point Edward and Sarnia was completed, extending the divisions to Fort Erie, Niagara Falls and Toronto to form what was known as the horn.

Building of the Tunnel

A continued increase in business, both freight and passenger traffic, forced the building of the St. Clair tunnel which was started in September 1888 and opened for traffic in October 1891. The building of the tunnel as a means of crossing the St. Clair River spelled the doom of Point Edward as a railway terminal. A round-house and station were built in the vicinity of the new tunnel and gradually the employees with their families moved to Sarnia where they bought new homes. Many of the railway employees who owned their homes in Point Edward bought lots in Sarnia and had the houses moved to the new location.

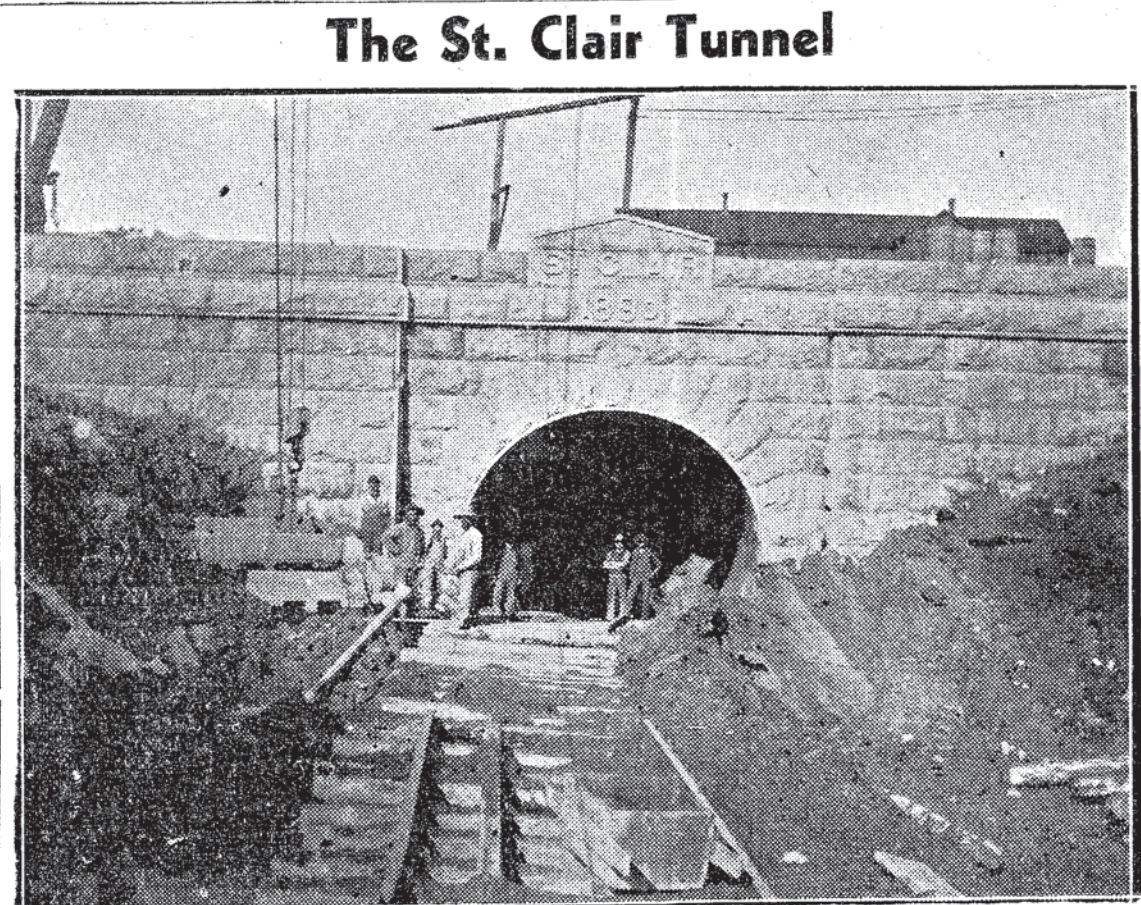
Under the management of Charles M. Hayes, the old Great Western line which was then operated by the Grand Trunk Railway was double tracked from Sarnia to

Niagara Falls and Montreal. With this added facility to move freight, the system expanded for several years. However, through unfortunate circumstances, a number of the Canadian railways became bankrupt and the Grand Trunk was no exception. As a result the Canadian government took this railway over in 1920 and under the management of Sir Henry Thornton, the system was amalgamated with others to be known as the Canadian National Railways. Since that time the system has expanded and Sarnia has become one of the busiest terminals of the Western Ontario division. The business has increased to such an extent that this year more than 16,000 cars of freight are handled in and out of the yards each week.

Up to 1880 and 1881 all the locomotives running over the Grand Trunk Railway used wood as fuel. These engines were equipped so that there would be the least possible danger of setting a fire along the right-of-way. On these engines there were three types of smoke stacks used, the balloon, the mushroom and the diamond, and every engine wore a petticoat (perhaps the reason for the locomotive being referred to as a she). The object of the large stack and petticoat was to prevent the sparks from escaping. However, the petticoat had another duty to perform, in that it gave an even draft to the fire. The wood was much cleaner than coal but it was much harder to fire and keep burning evenly. When the locomotives were changed from wood burners to coal burners there were only a few alterations necessary. These included the stack, the grates, the fire-box door and the dampers.

The Old Wood Burner

The wood burning locomotives is a story in itself, especially regarding the equipment which was needed to keep the supply of fuel ahead of consumption. For these engines there was, first, what the railwaymen called the wood train



Construction of the St. Clair Tunnel, commenced in 1888 created a railway terminal out of Sarnia and Point Edward lost its commanding position in the railway plan of this district. The view shows the tunnel entrance during construction.

consisting of approximately twenty cars, a locomotive and a capoose and two or three second class coaches for housing and dining the forty men aboard who were employed in loading and unloading the wood from the train. Wood was cheap in those days and farmers clearing their land would cut the trees during the winter and then haul the wood to the railway tracks where it would be piled up in long tiers about three cords high. The wood train would then pick it up and haul it

into the terminal to the wood depot where it would be piled up again. Then a sawing machine would be operated by about twenty negroes and horses and carts would be used to haul the wood to the machine. These cutters were experts at piling wood and it was not uncommon to see thousands and thousands of cords of wood piled high and ready for use along the line.

In comparing the locomotive of the 1880 period with the monster of the present day,

one is amazed at the progress which has been made in economy, speed, power and comfort. The equipment in a modern locomotive resembles in a small degree the fixtures in a submarine. An engine of fifty years ago weighed fifty to sixty tons while one of those in use now weighs about 300 tons. The specified load then was from 18 to 20 cars with the cars averaging about 15 tons each. However today

(Continued On Page Fourteen)

IT'S EASY TO FIND and KEEP HEALTH WITH THESE Simple DIET PRINCIPLES!

CHILDREN

When we say City Dairy is the purest milk that ever gurgled out of a baby's bottle, we mean that your children will never have purer milk than our sparkling farms and full sanitary protection give them. Make our milk a "foundation food" in their diets. They will grow strong and healthy on it!



ADOLESCENTS

Your children, if they are or when they reach "teen age, become different people. But in the process of changing, a great many things happen. They "stretch out" for one thing, and that means bones are growing. Don't let your children's health or stature be impaired for want of milk!



WOMEN

All women want to be beautiful, which is to say all women want to be healthy. More important than anything else is milk. Pure, clean, drinkable milk with a flavor that invites drinking enough to insure greatest benefits. Try drinking City Dairy's. And make a habit of cooking with it!



MEN

We know that City Dairy's is the best-tasting milk you ever gulped down eagerly after a hard day's work or a tough game of golf. But we also know you like coffee. Suggest to your wife that she'll make a hit with cocoanut custard or creamed soups, once in a while. Health, as you like it!



BREAKFAST,



START IT OFF WITH A GUARANTEE OF HEALTH AND ENERGY

As Joe Cook used to say about all corn flakes without milk, "they ain't good that way" A single mouthful will convince you he was right. Serve your family cereals for breakfast they start the day right. And be sure they have plenty of City Dairy Milk, so they'll like it! Try Serving Milk Warmed with Hot Cereals; They'll Like it Better and Eat More!

LUNCH... And



LET CITY DAIRY MILK ROUND A SIMPLE MEAL OUT THE HEALTH WAY EACH DAY.

You're hurried. It's wash day or cleaning day, or just your constant problem of getting an uninterested youngster to eat. Whatever it is, remember that even the skimpiest lunch is a good lunch when a glass of the perfect food is part of it. A light lunch, with milk is better and more economical.

Try the Salad Lunch; Every Variety "Goes Good" with City Dairy Milk. Good for you too.

DINNER Too!



MILK ADDS ITS FLAVOR TO OTHER FOODS, PUTS "EDGE" ON APPETITES.

When your doctor tells you our most important food is milk he means it contains 34 to 36 of the vital elements required to build bone and tissue. We say, try drinking it in small quantities, with meals, to give a tang to the other foods. Your family will drink more and be healthier. Use it in cooking.

Try Putting a Pitcher of our Milk on the Table. Let the family help themselves.

"SMALL BEGINNINGS"

This company, the same as the City of Sarnia, had a small beginning. A number of producers banded together in 1913 and formed what was then known as the Sarnia Creamery. Some of these original producers are still associated with the new company.

These producers who owned the business entirely through aggressive business practice, laid the foundation for the present successful business organization known as The Sarnia City Dairy. They found it necessary in 1921 to keep pace with the growth of Sarnia to extend the business into all branches of dairy products. The company's name was changed to the Sarnia City Dairy Limited and additional buildings were erected to handle the new business.

The Sarnia City Dairy, since inception, has contributed largely to the development of this city especially so by purchasing all their needs in farm produce directly from the farmers of this district.

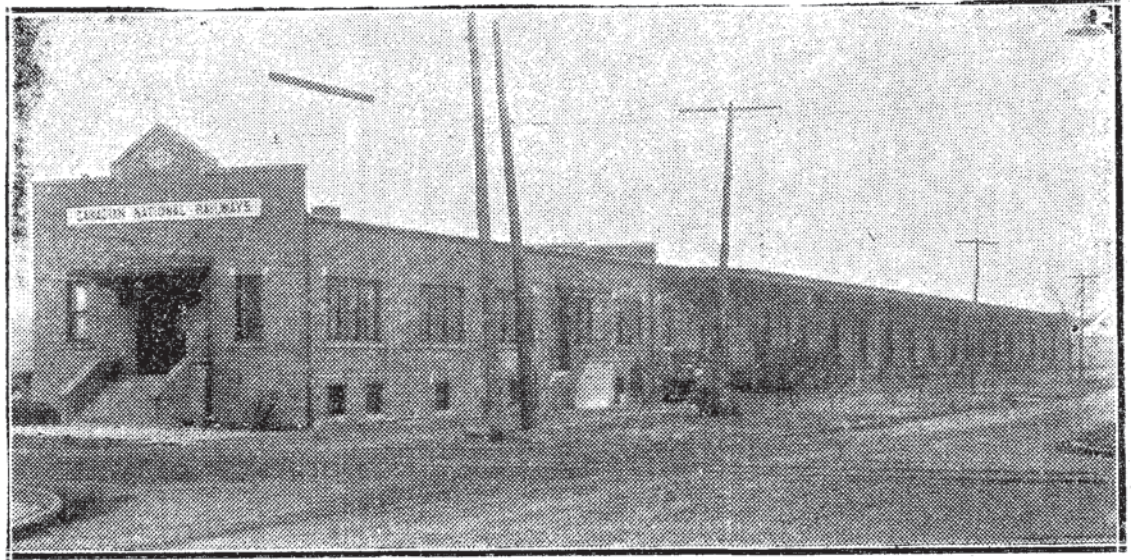
The first equipment for pasteurization of milk in Sarnia was installed in our plant. This was done to protect the health of our many customers. This dairy has always been in the van in providing modern equipment and keeping in touch with scientific research for the protection and sale of better dairy products.

We take great pleasure upon this the celebration of Sarnia's one hundredth anniversary in extending to the members of the council and to all citizens, the wish that they may have many more years of peace, happiness and prosperity.

SARNIA CITY DAIRY, Ltd.

A. C. KIRK, MANAGER

The New C.N.R. Freight Shed



RESIDENT RECALLS EARLY RAILWAY DAYS AT POINT EDWARD

Were Hectic Days When Rails Were Brought In From Toronto; Depot Host To Prince Of Wales

The following article giving detailed history of the railway at Point Edward was prepared by Mrs. C. C. Manore of Point Edward some time ago and will be found to be of the most comprehensive and interesting nature. Especially is it suitable for publication in connection with the Centennial of this city.—Editor's Note.

Point Edward and Sarnia children, now taking a holiday walk along the old main line between Point Edward and Blackwell, little realize that at one time, wood-burning engines puffed and panted their way along it. Some of these youngsters may have been told by their parents that this line stretched through to Portland, Maine, a distance of some 802 miles and it is probable that many of them suffered from wanderlust and hoped to make a trip to the end of this line of steel which stretched to the Atlantic. The railroad reached Point Edward in 1880. There were some 14,000 navies imported from England to handle the construction work between Point Edward and Toronto. Those were hectic days if one is to place any credence in the tales that are told of early life in the village. It would appear from record that the Grand Trunk Railway made the village and then for a time broke it when the tunnel was put through at Sarnia instead of Point Edward.

Comparison of Locomotives

A comparison of the different types of locomotives and experiences of train crews in the old days and at the present time is of interest. Our present-day Northern and Hudson type engines do not bear much resemblance to the first engine which came to Canada and was named the *Dorchester*. The engines which came to Point Edward over the old main line in 1859 were much removed from our present types. In those days, there were wood piles or coal dumps and watering spouts at every station along the line and a journey to Toronto or Montreal was one long series of stops and jerky starts. The engineers and train crews left home on week-long trips to Toronto often being shunted back and forth over the entire division before reaching the home terminal. A stretch of from 24 to 48 hours on duty was common, the crews sleeping in the engine cab or in their cabs.

The march of time however was not content to let the railroad business stand still and in rapid strides new methods of transportation were evolved, until now the giant 6000, 6100 and the even faster 5700 type of locomotives have replaced the little wood-burners of the early days. These monster engines of the present day have long range operating capabilities which carry them without stop, if necessary, from Sarnia half way to Toronto, water and coal being taken on at London. In the case of passenger trains fuel is seldom taken between Sarnia and Toronto. Present day passenger trains are throttled down to accommodate themselves to schedules.

High Speed of Today

Sixty miles an hour is an everyday occurrence and sometimes when trains are behind schedule, passengers would be surprised to know that they are being wheeled along at speeds upward of ninety miles an hour. Recently an engineer was clocked bringing his train into one of the smaller stations on his run at a rate of 78 miles an hour over the leads down through the station and then making a stop half a mile further down the line. Passenger trains travel between Toronto and Montreal and Toronto and Sarnia on the Inter-city run in six hours, often attaining a speed of from 80 to 90 miles an hour. Fast freight trains hauled by 6000 and 6100 type engines fitted with the very latest mechanical equipment, haul 60, 70 and 80 and sometimes even more loaded freight cars at passenger train speed between Sarnia and Toronto or Sarnia and Niagara peninsula terminals. Trains are so long and so heavy that they are assembled by sturdy yard engines and lined up in readiness for the big freight engines. The local Plank road crossing is no longer tied up by slow freight trains trying to get out of the yard, nor does this happen at Wyoming and Strathroy where these trains were obliged to stop for water. Many residents of this vicinity recall being held up long periods at this crossing while the trains cleared for the east.

Different Scene Now

The scene is different now, as one of the new giant engines hooks onto the train which has been kicked out over the crossing by a switch engine at a 40 and 50 mile clip. These fast freights, barring accidents, more often than not make but one stop between Sarnia and Toronto or Niagara Falls. They wheel along at a rate of from 40 to 60 miles an hour with sometimes 100 cars and run on schedule. Fast freights may be seen passing local freights. No longer is it a case of the fast freight go-

ing into the "hole" for passenger trains. One now sees a freight pull out almost on the starting time of a crack passenger train. This passenger train with its more frequent stops may never see the freight again. This is a revolution in high speed transportation.

Speed and high tonnage have not been the only considerations of the Canadian National Railways as new methods have been devised to make travel safe. The block signal system has replaced the old method under which the engineer wondered as he came to each curve just where and when someone would wave a red lantern in his face warning of a train ahead. Red lanterns and fuses play but a minor part in railroading these days. The block signal tells the engineer the story of what is in front of him. Working conditions are greatly improved for men. Engines are kept in first class mechanical condition as is the transportation equipment. The personnel is trained in alertness and is highly efficient, as may be seen in daily contact with railroad men.

Railroading has meant much to Point Edward in the past and still means much to the village as a number of its people are employed by the Canadian National. Railroad men of today are conversant with the progress that has been made. In the old days it was a slipshod, untidy, precarious business, now changed into a highly scientific system of which the railroad and the people may well be proud.

In the Early Nineties

An interesting story is told of railroading in the early nineties. Train number 86 from Sarnia to Niagara Falls was making the run in six hours and twenty minutes. The distance is approximately 180 miles. This run was being made by the crack engineers of the line at that time. The engineers were: Jack Mooney, with Conductor H. Bell; George Kenton, with Conductor Frank Clement; John McMillen, with Conductor W. Jackson, and John "Slasher" Knowles, who was at that time suspended. The officials felt that better time could be made on this run and it was the endeavor of engineers to do this. John Knowles on being reinstated cleared from Sarnia with Fireman Phibbs and Conductor Jackson, pulling 28 refrigerator cars, cut the run to New York. He made the run in five hours and 20 minutes, cutting the time one hour and setting a record which was the talk of the town.

The Grand Trunk planned at first to build a line to London only to join up with the Great Western. These plans were changed and the line was run right through from Toronto to Point Edward via Stratford and St. Mary's. Connections were made at Point Edward with Chicago by using car-freights to cross the River St. Clair and the Grand Trunk Western carried the traffic from Port Gratiot through. (The Great Western Railway had preceded the Grand Trunk in this district as it arrived in Sarnia in 1858. It was then known as the London and Port Sarnia railway. The two lines were united Aug. 12, 1882 and at that time a station was built from Sarnia to Point Edward and freight and passenger traffic were

changed from one line to the other by rousing what was called "The Horn." The eastbound traffic was routed out over the 17th district which was formerly the Great Western and the westbound traffic came into Sarnia through the 15th district.)

Building of the Tunnel

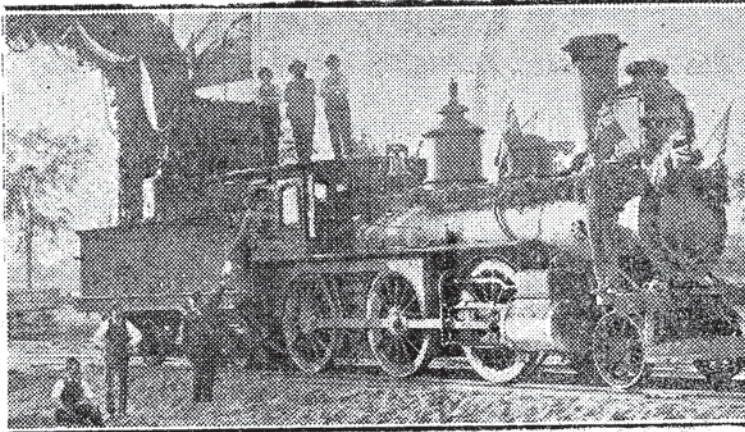
The commencement of building operations on the St. Clair tunnel in November, 1888, marked an important date in the history of Point Edward. The opening in 1891 meant that the freight and passenger traffic which had been routed previously through Point Edward was directed to Sarnia via Blackwell. There was an exodus of railroad men and their families from the village. A large number of homes were moved completely to the Sarnia tunnel vicinity. Many of the families now living there started their railroad careers in Point Edward.

The car ferries International (capacity 21 cars) and the Huron (capacity 18 cars) were kept busy in the early days carrying freight and passengers to Port Gratiot. Their operation was very efficient, there being few delays and these only in severe winter weather at which time passengers were taken across the river on sleighs. Many tales are told of these two ferries. The ferry Huron, which was built in Point Edward around 1875, by a man named Smith, was at one time blown out into the lake by a southwest hurricane similar to the one which we sometimes have in fall. Tugs were sent out to search for her but were unable to find any trace of the missing boat or crew. Hope was given up. Late the following afternoon a steamer was noticed coming into the river along the American shore. This proved to be the Huron. She had been driven into the lee of Kettle Point and after a stormy night session had worked her way across the lake down to the river mouth, with great difficulty, as her supply of fuel had been used up. It was necessary to use a part of the furniture to keep steam up. On arriving at Point Edward, two box cars which had broken loose during the pumeling of the heavy seas, were hanging over her bows. The Huron was still in service in Windsor in 1927 and is now being made into a barge. Familiar boats on the river front in the sixties were the tug M. F. Merrick, the car ferry International and United Empire Monarch and Campana, the "side-wheelers" Manitoba and the Francis Smith. Photographs of the river at that time disclose the following view: the station and the waiting-room, freight offices, upper ferry slip and girders, grain elevators, freight sheds and the lower slip from which the car ferries operated.

Comfortable Station

The station at Point Edward provided comfortable accommodation for travellers and contained living quarters for officials who made visits of inspection to the tunnel. Among early agents were Brodie and Major Walter Wiley. The housekeeper was Mrs. Watman and the policeman was Sergeant Phibbs. These employees made names for themselves for

ONE OF THE OLD TYPE



Women's Canadian Historical Society Is Active Body In City

Was Organized in 1909 For Purpose of Gathering Records Which Throw Light on Life and Character of Early Settlers.

The Women's Canadian Historical society was formed in Sarnia in 1909. The special object is to gather information in the shape of diaries, letters, or other records which throw light on the life and character of the early settlers in this district and anything that may help the future historian.

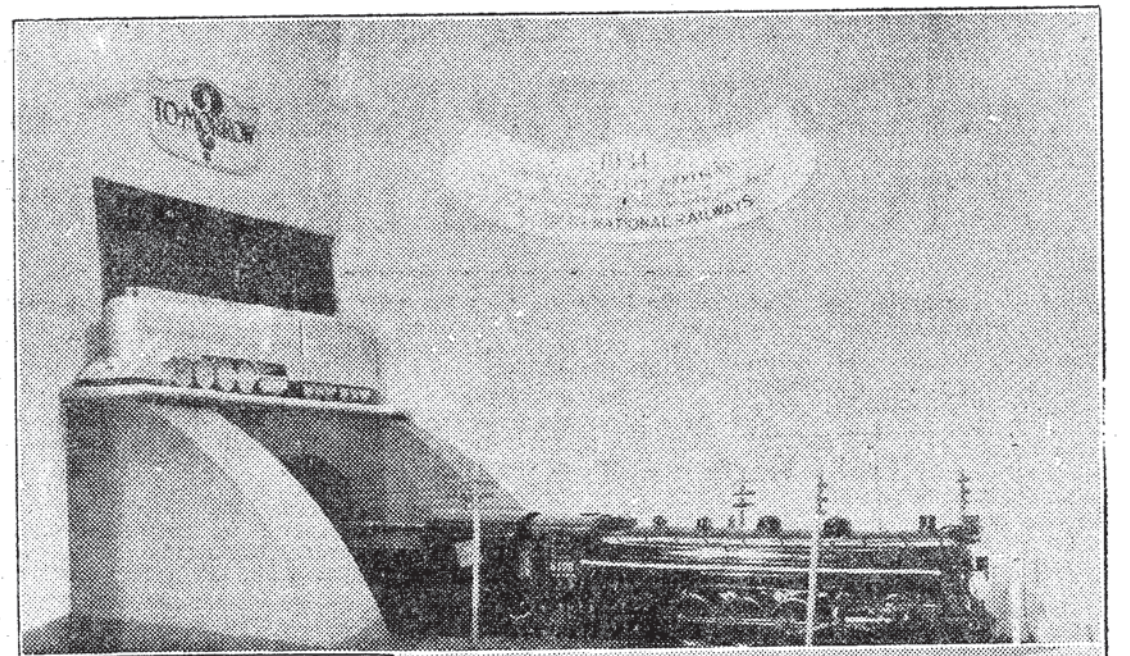
For nearly thirty years meetings have been held regularly during the winter season, most of them in the homes of members. The programs are interesting and varied, including original papers, readings and selections on all sorts of topics touching Canada. In addition to these, there have been many fine lectures from various men of the city as well as a number from other places, among them the following: Rev. J. Morrison, Dr. A. MacLean, Mr. Wark, D. M. Grant, Norman S. Gurd, K.C., Mr. Overholt, Johnston MacAdams, Rev. G. A. Sisco, Chief Jacobs, Mr. Gordon, Henry Conn, and Miss Carlisle, Miss Appleby of the Woman's Institute, Georgetown, Dr. Coyne of St. Thomas, Mr. Fraser, Toronto, Rev. Mr. Robinson, Strathroy, Prof. London, London and Mr. Brown of Port Huron.

Art Loan Exhibition In 1921 an interesting art loan exhibition was held in the public library for two days. Many valuable pictures and articles were shown and the sum realized was more than 50 dollars. This led to the beginning of a county museum on view at present in the public library, in two glass cases.

In 1918 the society purchased and presented to the city a full length engraving of Sir kindness, gentility and courteous service. Rooms above the station were occupied in 1860 by the late King Edward VIII, who was at that time the Prince of Wales. The president of the railroad, Sir Henry Tyler, also made his summer home at the station when inspecting the line. He presented the land for the first church building (Anglican) in Point Edward, which was located at the corner of Victoria avenue and Livingston avenue. Sir Henry made it his duty to read the lessons for the day each time he attended church. Lord and Lady Dufferin also occupied rooms in the station in 1868.

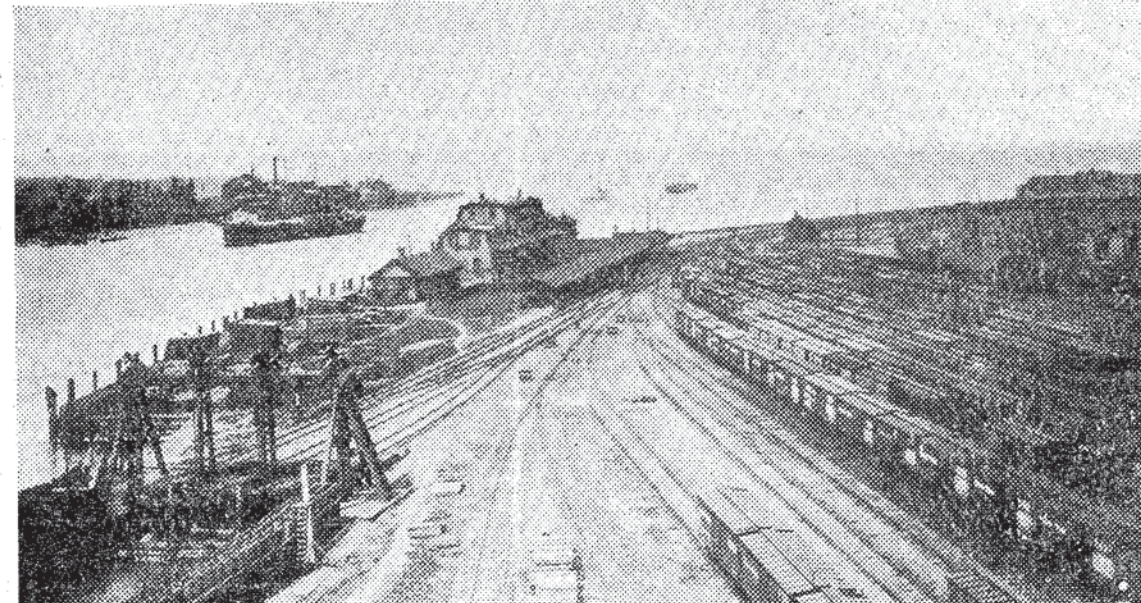
It is said that had the soil at Point Edward been of a different nature, the tunnel would have been put through from the village to Port Gratiot, which would have meant that the centre of the railroad population would still have been Point Edward.

The Old And The New



Here is a contrast in locomotives that speaks volumes for the tremendous progress that has been made.

Point Edward Terminal In It's Heyday



Here is a view of the Grand Trunk terminal at Point Edward, prior to the building of the St. Clair Tunnel at Sarnia. The importance of the village as a railway terminal is indicated by the large number of freight cars stored on the sidings. The station buildings are shown at the rear centre.

Skull of South African Chief Rests in Peace

London.—(CP)—The diplomatic riddle over the skull of a South African chief, mentioned in article 246 of the Versailles Treaty, probably will remain unsolved. The treaty provided that the skull of Sultan Mkwawa, former chief of the Wahhehe tribe of Tanganyika, should be handed over to Britain by Germany within six months.

History has it that 30 years ago the sultan rebelled against the Germans and met his death by suicide or as punishment. The tribe said the skull was removed to Germany, but Germany claims it was buried in Tanganyika. Native belief that the skull will bring prosperity to the tribe lies behind the desire to restore it.

Replying to a question raised in the house of commons three times in six years, J. H. Thomas, former colonial secretary, said that, despite repeated investigations by the German government, the relic has not been traced, and that he does not intend to raise the question again.

Modern Construction Demands Modern Methods and Materials

100 Years Ago In Sarnia

As well as in every town and country in the world, steel of any kind for construction purposes was practically unheard of—But "Time Marches On" and today everyone knows of the tremendous part steel has played in our Last Century of Progress.

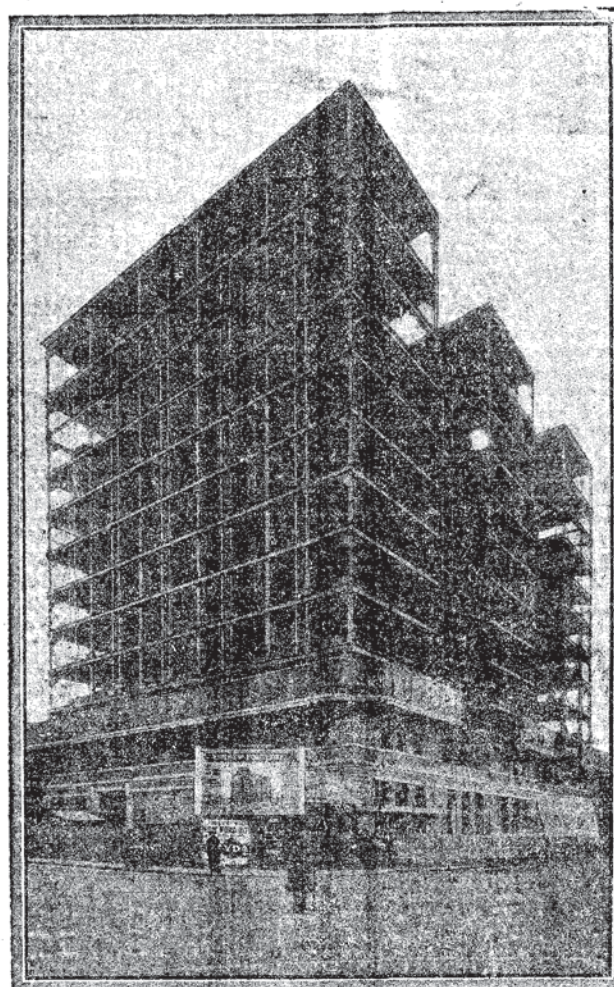
AND SO TODAY:
WHATEVER YOU MAY PLAN TO BUILD!
WHEREVER YOU MAY PLAN TO BUILD!
WHENEVER YOU MAY PLAN TO BUILD!
YOU WILL FIND OF ALL MATERIALS THAT

STEEL

IS BETTER

7 Exclusive Reasons Why You Should Build With Steel

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2. Steel is the safest because it is more uniform in quality than any other building material.
3. Steel permits the highest speed in the construction of bridges and all buildings.
4. Steel permits quick and inexpensive alterations at any time.
5. The quality of steel is uniform.
6. Steel is elastic—economical—fool-proof and can be salvaged.
7. Steel is produced by responsible concerns who have billions invested in their plants, employing millions of workmen. Therefore steel construction means responsible construction.



SARNIA BRIDGE CO., LIMITED

SARNIA • CANADA

62 YEARS OF SERVICE

Only a few years after Sarnia was founded Beatty Bros. Ltd., started in a small blacksmith shop. Since that early beginning they have grown until the present factory now covers about seven city blocks and over 100 factory branches have been established throughout the Empire. This progress has been possible through a policy of service and square dealing.

Beatty Bros. Ltd., now make the lowest priced standard washer in Canada and a complete line of electric ironers, polishers and vacuum cleaners.

WHEN YOU BUY A BEATTY YOU ARE SURE OF SERVICE.

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SARNIA

LEGEND OF THE SHIFTING OF THE ST. CLAIR RIVER CHANNEL

Plaintive Story Of Aged Chief Peto-Gee-Sic Was Related To A Port Lambton Interviewer

William Leonhardt, of Port Lambton, some years ago wrote a poem about the St. Clair River, based upon the historical narrative given him by Peto-Gee-Sic, an Indian of Walpole Island at the age of 114 years. Mr. Leonhardt gave the substance of his interview with the aged Indian as follows:

"I saw the Indian in the 114th year of his age. He was almost a skeleton in figure, yet containing life. His face was wrinkled and apparently dried, yet he had his fair intelligence. If he could speak English, he would not. My conversation with him was through the then chief, Joseph White, a graduate of the Brantford school. Joseph White was a real Indian of the old type and possessed a keen intelligence. Peto-Gee-Sic told me that he was in the city of Detroit when there was but twelve dwelling houses there. His father went there to trade when he was very small. He told me that the St. Clair was often black with canoes in their journeying to the trading post, Detroit. On the way down the river, all was well, but on the return, there would be considerable shouting and firing of guns, as many of the Indians would get liquor as well as other things in Detroit. The island known as Stag Island, faced the lands that had been given by the Indians to a family of Courtenays, who lived once in Port Huron. The village of Corunna now is on the site of the lands so deeded to the Courtenays. The deed was drawn on buckskin, and designated by figures. Courtney being a tall man was pictured as a grasshopper—

and the lands ran from the gully downstream. J. A. Courtney, of Dresden, well remembers the deed given his grandfather.

Plenty of Game
"The island now known as Fawn Island, was, by the Indians, known as Eagle Island, originally, later called Wood Tick. This island, so the old chief, Peto-Gee-Sic told me, when I got his story, was given to a man who made ships, named Miller, who lived on the island for a time.

"He said in his youth the hunting ground was filled with game, and he had killed many bears near Dresden and Wallaceburg, and farther east where there was an Indian village and later a saw-mill built about the village with water power. I asked him if he ever was at the haunted house on the Snye River. He said he was there often and on one occasion all the glass was broken in the windows.

The Other Channel
"I asked him if he ever heard of the channel from Lake Huron, known as the rapids, being on the Canadian side of the river at St. Clair. His reply was: 'My father's, father's father's father, and my father's father's father, told my father's father's father, and my father's father told my father, and my father told me, that a long time past the river came from the lake close to the side where Sarnia is now, and then it was changed by a storm.'

"I asked him where he was born. He said near Mount Pleasant, Mich., and he said that the islands St. Anne, Squirrel and Walpole,

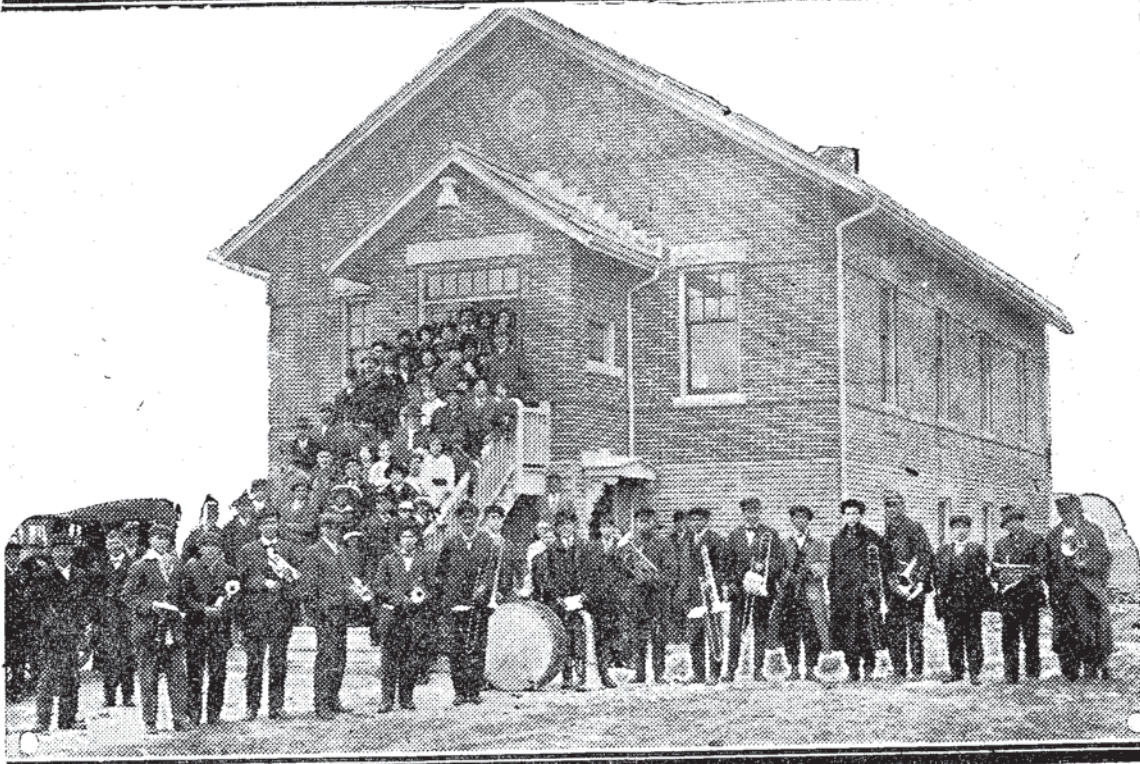
along with the islands across the river and Peach Island, as well as Belle Island, all belong to the Indians, and it was so arranged by the British.

The Haunted House
"Old Pete, as he was generally called, had been a chief many years and readily told me the cause of the haunted house, or the cause of its being haunted. Over near Whitebread station on a little hill the Indians had erected a medicine lodge, and when the white man interfered with it the spirits of the Indians showed their resentment by haunting the McDonald homestead. This he was sure of. He remarked that all his friends were dead and buried on the High Banks. They were pagans, and he was so himself, and the burying place was dear to him.

"His story was told me in rather a sorrowful tone of voice. He declared that the beaver and other game had been driven away by the white man, and now the few ducks and geese were all that were left to the Indian.

"Here the chief after a talk in his native tongue, took up the thread of conversation, as I asked him if he had ever met Tecumseh. He said, 'No, not close,' but had been near him. He, Tecumseh, was like the Big Man in the States. I said 'Roosevelt.' He said 'Yes.' Then the chief said, 'Tecumseh was a great man. He could speak at a distance, when it was desired to have many warriors to stop the Whites. Tecumseh sat still and sent a message by his mind, as far west as the Stone Hills, demanding that all Red Men should come and help stop the Whites from

The Indian Council House And Band



coming farther this way. He got the answer also, saying that they would come as the leaves on the trees for numbers, and all Indians should live, in a wigwam, or bark shanty, as they would kill all those who lived in houses. Here he pointed to the bark shanty old Pete had kept in repair back of a good frame dwelling. Here this bark shanty had stood for years and the Chief said he was sure old Pete believed the legend or story.

"I had been to see him regarding the supposed finding of Tecumseh's bones on St. Ann's Island. 'I left him at midnight, in the middle of the island, he stating that no white man would ever see those bones again. They would certainly turn to dust this time. 'I have every reason to believe, after reading a letter I received from Hagersville, New Mexico, that Tecumseh's bones were never on St. Ann's Island or Walpole Island.

Was Probably a Cyclone
"I have given you the story of old Peto-Gee-Sic, as he gave it to me through Chief White. Later, when on a visit to Sarnia, I met Chief Jacobs, a past chief, and in conversation with him, he told me that there was a tradition regarding the changing of the river's bed and course, which ran once along the Canadian side. Many years ago the river ran down on this side, but one day there came a great bird. Its wings would be two miles long. It lit in or near the mouth of the river and began to wash itself, ducking and diving and flapping its wings and it got up a great commotion, whirling and diving its extended wings, thrashing the waters at a furious rate and making a terrible commotion causing the winds to blow so fiercely that the trees were uprooted, and the wigwams were destroyed. The canoes were lifted in the air and blown far to the southward and later many canoes were found in the treetops along the River Thames. The wind had driven them across the country in its fierce storm, all caused by the great bird and its wing-flapping. The front of the shores was changed and in the connection the river burst through where it now is on the American side. "This is a tradition, so Mr. Jacobs told me. He attributes it to

a cyclone, which looks as if it was a true story that the channel once ran on the Canadian side. The great storm might fill the shallow entrance to the rapids, and if the wind was a bit to off from the eastward, it would be easy to see how it would break through on the side where the channel is."

The poem which Mr. Leonhardt has constructed from the story told him by the old Indian follows:

The River St. Clair
Alone on the banks, where I often have wandered;
Alone on the banks, where the wind-ripples ride;
I see the broad sheeted stream still sweeping onward,
While memory comes back with a rush to my side.
And I glean from the fancies, I often have pictured,
The sweep of the sun kissing solitude's care,
When silence alone, sweetened the dream that was sweetened,
The fond touching scenes of the River St. Clair.

Again is my youth standing firmly beside me,
The quiver is full, and the bow is unstrung;
And I roam with the velvet foot soft-treading onward,
The forest so deep where the fallow deer run.
How eagerness leaps, with the strides of my cunning!
As I draw the long bow, to its measure with care,
Ah! my heart bounded light, as I threw in the doorway
The roebuck I slew by the River St. Clair.

Again sweeps the sun in the dawn of the morning,
Anew through the woodlands that beckon me on.
And memory again skirts the hills undulating,
With wild winged partridge, still feeding along,
The ridges of land that we gave to the stranger,
And drew on the deerskin its boundaries with care.
And the Eagle's lone island we pledged it in friendship,
Where, sleeping, our fathers yet view the St. Clair.

Back! Back there the wigwams

stood thick near the rapids, The pines ever green, hit the stars in the sky,
And the smell of the forest trees, laden with sweetness
Enchanted the shores, where the wild waters ply.
The trees seemed to sway, when the song birds awakened;
And memory still wings me their echoes so rare.
Oh! the scenes of my boyhood, in life's rosy morning,
Unfold in my dreams as I view the St. Clair.

Oh! oft in my youth have I sped o'er its waters.
My wayward canoe, its fierce anger would brave
With the long bending sweep of the paddle I wielded,
My heart was as light as the autumn leaves falling
That tinted the streams with their beauty so rare,
But the brush of the spirit-hand now has departed!
That showered its beauty along the St. Clair.

How memory comes back, with a touch of the grandeur
When the golden leaves tinted the hush strewn breeze
That fell in the streamlet, that slowly sped onward,
To smile in the sunlight that danced on the leas,
How sweetly the sunlight hung over the shadows,
The smoke from the teepees rose high in the air,
And the gleaming gems that were kissed in the morning,
Shone rich in the autumn along the St. Clair.

Gone! Gone are the scenes, where the forest was thickest,
Gone are the haunts of the fawn and the deer,
Gone are the streams that were dammed by the beaver,
And the song of the wildowl, so sweet to the ear.
The wild geese have gone and the ducks have sought shelter on the air,
The song of the gull, yet but arches the air,
Oh! sad is my heart, as my memory runs backward,
Reviewing the scenes that were on the St. Clair.

Ah! the beauties of nature are

Tradition Steeps Indian Reserve

Chippewa Tribes Now Living In Peace, Contentment

MET THE IROQUOIS IN BATTLE

Fronting the St. Clair River and south of the City of Sarnia is the Sarnia Indian reserve, an area of several thousand acres on which the descendants of the once famous Chippewa Indian tribe live in peace and contentment.

Steeped in traditional Indian history which dates back many centuries the Sarnia Indians are today living on land which was once the battlefields and hunting grounds of their ancestors. Although once occupying about four thousand acres the reservation is gradually diminishing in size because portions of it have from time to time been surrendered to industrial concerns. Today the reserve occupies only several thousands acres. Its population, however, is more or less stationary. For years there were about three hundred Chippewas on the reservation and today it is estimated that about 400 Indians reside there. About a generation ago tuberculosis was rampant due to the change from the open air life, but with the aid of medical science it was brought under control. Today the Indians are regarded as a fairly healthy race.

Battle With Iroquois
According to Indian historians, it was about the middle of the eighteenth century that the Chippewa Indians met the Iroquois tribe in battle. The fight commenced at the entrance to Lake Huron. The Iroquois came from New York State for the hunting season and the Chippewas drove them back to the state. The Chippewas maintained control of the area until 1827 when they parted with most of the land by treaty with the British government. Surviving from this treaty is the Sarnia Indian reserve.

The White Man has come with his ships of the deep,
And I long for the hunting ground dear to the Red Man—
Where the fathers have passed in their long silent sleep.
Their camp-fire's gleam shines no more by the river;
They're gone! Oh, they're gone,
And affection grows bare,
For the Indian's soul, it has died in the beauty
The Manitou showered along the St. Clair.

No more by the river, their voices will mingle,
Or join in the warrior's echoing cry!
Oh! sad are the days when you've no friend can number,
The snows that you've lived, or the moons that are by.
The sigh of the rushes, alone seems familiar,
As the hull of the wind, lifts its cry on the air,
But the moon's silvery beams that once shone through the timber,
Now shadowless falls on the River St. Clair.

Oh! Could I forget the sweet scenes I remember!
Or memory be lost from the trails that I know;
It would gladden my heart, and my spirit would wander
Away from the shadows that creep into view.
My eyes now are dim, and my step slow and feeble,
Alone! All alone, in a land once so fair,
Now a few lowly mounds on the High Banks are dearer,
Than all that is left me along the St. Clair.

Farewell, ah! farewell, to the visions of memory,
The sweet recollection of nature I see.
Bite deep in the heartaches that sorrow has wounded,
For the strangers that knew me are strangers to me,
And I wait by the river, the broad, sweeping river,
The deep-rolling river with water so blue,
Near the scenes of my childhood I fondly yet linger,
Awaiting, awaiting the White Stone Canoe.

Port Lambton, Ont., July 16, 1925.

The story to me spoke in a sorrowful tone; having lived so long, he was practically without companions.—W. L.

Building Of The St. Clair Tunnel

(Continued from Page 12)

an average car capacity is about 80 tons and the modern locomotive load out of Sarnia is from 75 to 90 cars. The time required nowadays to make a run to Toronto, Niagara Falls or Fort Erie, with the double track in operation and electric signals as an aid, almost equals passenger train time.

Evolution of Transportation
The evolution in all branches of transportation service has kept pace with the modern trend of events. Safety has been the slogan of the railways in all lines of improvement and many changes have taken place during the past six decades. Possibly the greatest milestone of progress in this dis-

nia Indian reserve and also the reservations at Kettle Point and Stony Point.

The affairs of the reserve are administered by a council of members elected by the Indians. At the head of the council is the chief and the present office is held by Nicholas Plain, who resides on Exmouth street. The chief and council are elected for three years and the administration of the reserve is indirectly controlled by the Department of Indian Affairs, through the local Indian agent.

strict during that time has been the construction of the St. Clair tunnel, connecting Port Huron and Sarnia. Many of the older employees of these two terminals will remember the epochal event when the tunnel was officially opened for traffic in October 1891.

With the construction of the tunnel many old landmarks disappeared and time brought further changes. One of the novel sights and sounds for visitors to the city in the late nineties was to watch and hear the locomotives come through the tunnel with a heavy load. The sound of the exhaust was so great that on a still day or night it could be heard in almost any part of the city. One of the drawbacks of the steam locomotive which was used in the tunnel was that it burned hard coal and the accumulation of coal gas in the tube was extremely dangerous. When passenger trains passed through all ventilation in the coaches was closed in order to keep as much of this gas as possible from the passengers. On several occasions trains broke in two while in the tunnel and employees were suffocated. Eventually the electric motor replaced the steam locomotive as a means of power to haul cars through the tunnel.

Upon its introduction, each motor worked as a single unit and hauled about 18 cars through from one side to the other. However times have changed and now four motors work as a unit and haul as many as sixty cars at a time. So efficient is the electric system in use today, that few serious accidents have resulted and delays for any length of time have been only on rare occasions.

The St. Clair tunnel is one of the longest submarine tunnels in the world and including the approaches it is more than two miles in length. The length of the tunnel proper is 6,025 feet and it has a diameter of 19 feet 10 inches. Work was begun on its construction in September 1888 and it was officially opened to traffic on December 7, 1891. The original cost of the "hole" was \$2,700,000 and it took another half a million dollars to electrify it.

The zone which has been electrified is considerably more than three miles in length and was opened first with this power in May, 1908. The maximum grade in the tunnel is a two percent rise. The weight of a complete electric motor is approximately 185 tons and these have a normal capacity of 1,500 horsepower with a normal voltage of 3,300. The maximum speed of the motors is 35 miles an hour. The train service operated through the tunnel is the heaviest haul by electricity in the world. The tunnel is lighted throughout by hundreds of electric lights.

The Huron and Erie
About 1890 the Huron and Erie Railway line was constructed and ran from Sarnia south along the St. Clair River to Wallaceburg, across to Chatham and into Blenheim and terminated at Erieau. This line connected with the Pere Marquette main line which ran from Windsor to St. Thomas and it was taken over by the latter shortly after it was built. With the operation of this line which served the down river points, business from the various lines of small river boats which operated out of Sarnia and served the villages south of the city gradually disappeared.

The Pere Marquette enjoyed a large volume of traffic for a number of years but today the train schedule has been cut down to two trains a day, one each way. Taking one class of man with another, the railway man compares favorably with any other large body of men in intelligence, morality and physique. The hardships endured, more particularly in the pioneer days, and the interdependence of one employee with another in connection with the safe operation of the railway seems to have cemented them more closely together than most bodies of men. One is sometimes greeted with the expression, "My! but you railwaymen are clannish." This however, is not what might be termed a selfish aloofness. There is no more broad-minded, big-hearted, trustworthy, levelheaded and industrious class of skilled workmen than the railwaymen of today.

In Commemoration Of
Sarnia's
Hundred
Years
and
Best Wishes
For The Next Hundred

ELECTRIC
AUTO-LITE

Limited

Sarnia . . . Canada

IN BUSINESS IN SARNIA 36 YEARS

Serving Sarnians
FROM
1900---1936

Sarnia and Lambton County have been very good to us. We in turn have greatly appreciated this patronage that has enabled us to grow and keep in tune with the progressiveness of time.

Today as 36 years ago, our business principles are the same—the highest quality meats and groceries at fair prices and with courteous service.

We therefore have great reason to say to the citizens of Sarnia on this memorable centennial occasion,

Congratulations
---and THANK YOU!

And may you all experience much happiness prosperity and peace throughout the coming years.

ROSE'S Meat Mkt.

ALEX ROSE SR.

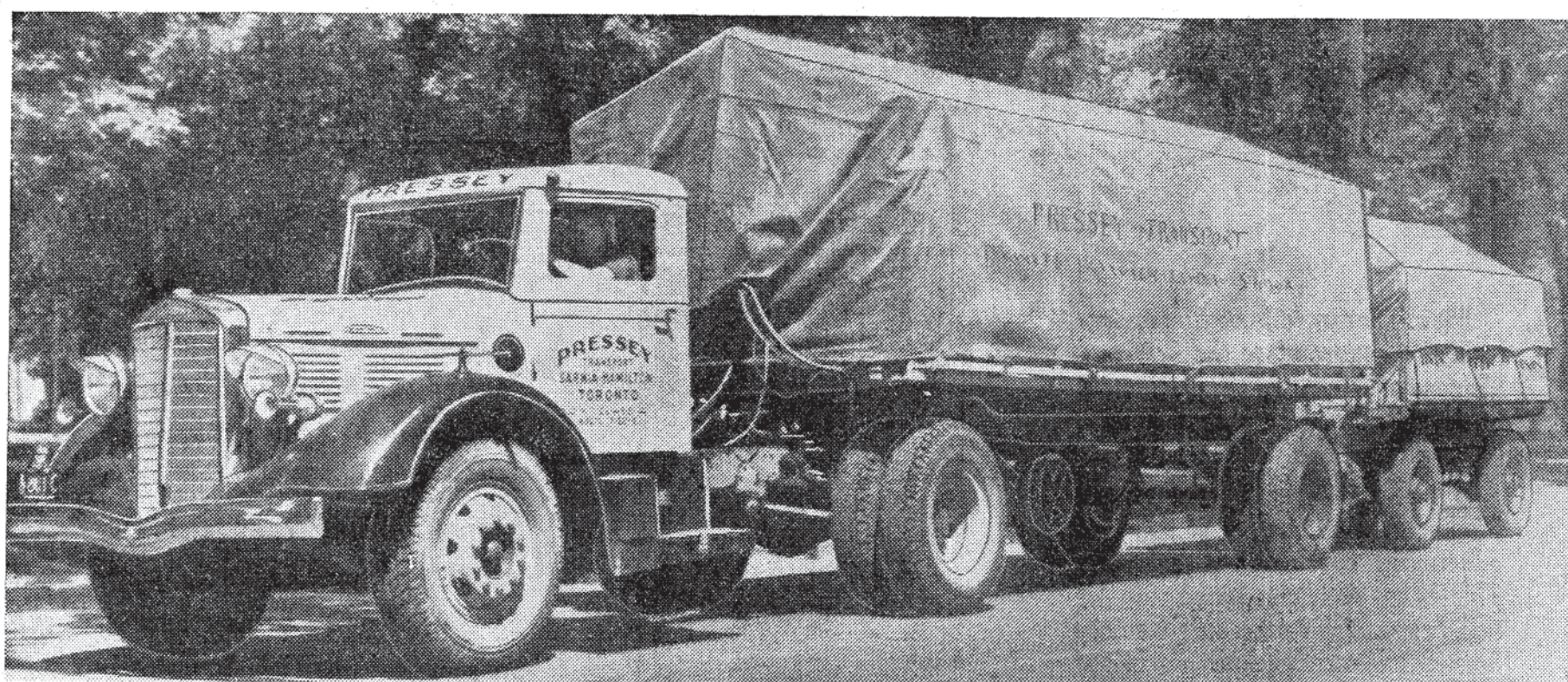
JACK ROSE

HAROLD ROSE

The Roots of Empire Lie in **TRADE**

One Hundred Years Of Progress

Sarnia was founded in 1836 and since that time steady progress has been experienced. We take our hats off to those early pioneers who selected this fine location. They deserve a real measure of credit for the fortitude they displayed in leaving comfortable homes in the Old Land to settle in the wilderness. That their vision was justified has been proved over and over.



Modern In Every Respect

The new Brockway 20 ton unit shown on the left is the very latest in modern trucks. It is capable of a sustained speed of 48 miles per hour being regulated to that speed at the factory. It makes short work of heavy loads between Sarnia and Toronto. The covered wagon shown at the trading store in the illustration below was the forerunner of this efficient unit.

. . . and Trade is Built on **CONFIDENCE** . . .

What The Pressey Transport Means To Sarnia

\$17,827.11 . . . In Wages

Steady Employment and Monthly Pay for 16 Men

\$13,793.80 . Gasoline, Oil

\$4,839.50 . . . for Tires

\$4,617.16. . . for Repairs

Tonnage

Carried

11,000

Miles

Travelled

239,000

that is what we have found to be the case since we started our business in Sarnia. Trade came to Canada first with the trappers and the missionary priests, then inevitably the traders. Prior to that, the Indians bartered among themselves for things which they possessed. Trade advanced as the forests fell away and the rude frontier stores arose. Transportation has always been allied with trade as supplies had to be carried by men, canoe, sailing vessels, wagon train and railroads. Each method of transportation served the purpose of the time. The development of this country was speeded up as new means of transportation were discovered by people who did not wish to have the labor of carrying heavy burdens over rough trails. The railway made the most definite contribution to transportation as it thrust its rails far into the hinterland of the country. It is true that settlers came in on foot, in covered wagons and water-borne vessels, but with the event of the railway their coming was speeded up. It is true also that the railway could not have come had not these other methods of transportation been ahead. The railway was the means of eliminating countless numbers of the pioneer hardships. Many residents of this district recall with pleasure the thrill they felt upon having their first ride on a railway train.

The commencement of the 20th century saw a greater development in every phase of life and as a result the automotive and aeroplane industry came into being. Trucks, the off-spring of the industry, were soon swarming over the Dominion highways until now they carry a vast portion of the nation's goods. Trucks came as a result of the call for faster, more economical and a spot delivery of goods. Business demanded door-to-door service on an overnight basis. A comparison of the work done by the modern truck with the work of the old ox team gives some idea of the strides that have been made in transportation. The ox team with the covered wagon travelled 10 miles per day and carried a load up to 1 ton. The modern truck has a driving range of 400 miles in one day and carries a load up to 20 tons.

The Pressey transport was formed to meet a definite need in the commercial world. That this need has been met successfully is shown by the progress which we have made in the eight years we have been in business. We started with 1 truck and now have a fleet of 24 trucks capable of carrying 65 tons of freight 400 miles a day. This company moved 11,000 tons of freight in 1935 and travelled 239,000 miles.

Our growth has not been painless. It has come through hard work and the study of the transportation needs of Ontario. It has been made possible by the loyalty of a staff, who have braved bad roads, snow, sleet and rain in carrying out their schedule. And in addition to the splendid mechanical equipment and the loyal staff, our business possesses another asset which we value even more highly and that is the "CONFIDENCE" of the people of Sarnia and the entire province. From the very beginning the people have been kind to us and have given into our hands a large part of their transportation business. On our part, we have tried to give them the best possible service at the lowest rates compatible with that kind of service. That policy will be continued, and to the people of this fortunate district we wish to express our thanks for the substantial and increasing support given to us.

FOR SWIFT, ECONOMICAL AND EFFICIENT MOVEMENT OF GOODS PHONE 3312

PRESSEY TRANSPORT



anquet, 1923; Leslie Harkness, Sarnia Township, 1924; Joseph Hackett, Enniskillen, 1925; Robert Eastman, Arkona, 1926; Fred R. Rilett, Alvinston, 1927; W. W. Miller, Moore, 1928; James Huey,ombra, 1929; W. G. Connolly, Vattford, 1930; James A. Currie,awn, 1931; M. D. McVicar, Enniskillen, 1932; Robert W. Cope,orest, 1933; Fred W. Moloy, Thedor, 1934; N. N. McVicar, Brooke, 1935; Roy Downie, Euphemia, 1936.

CANADIAN OBSERVER MIRRORS LIFE OF SARNIA AND COUNTY

First Sarnia Newspaper, The Lambton Mirror Was Published In 1852 By Hon. Alex Mackenzie Two Years Later The Observer Came Into Being

Available records indicate that Sarnia has had a newspaper since 1852. At that time Hon. Alexander Mackenzie instituted The Lambton Shield, which he edited and published for two years. In 1854 The Observer was started and in 1860 The Canadian. These two continued as competitive publications until they were amalgamated in 1917 under the present name of The Canadian Observer.

On June 6, 1893, The Observer graduated from a weekly to a daily publication. Sarnia, with a population of less than 7,000 at the time, thus became the only town of its size in Canada in a position to boast of a daily paper.

Other papers were published in this area from time to time. These included The Sun, The Post, The British-Canadian and the Lambton Tribune. The Sun was published as a weekly in Point Edward and later as a daily in Sarnia. It lasted in the latter class only one year.

The Post was published by W. B. J. Williams until 1909, when it became the property of J. W. Whitcombe and Thomas Cook. They published it jointly until 1914, when Mr. Whitcombe withdrew. The paper continued an irregular existence for three years more, when Mr. Cook discontinued it entirely.

The Observer

Late in the year 1854 John R. Gemmill removed his printing office from Perth, in the county of Lanark, to Port Sarnia, then a small village in the County of Lambton, and with it The Observer, a weekly newspaper, published by him in the county town of Lanark. Retaining the name Observer, it continued to be published in Sarnia by Mr. Gemmill and was soon recognized as one of the ablest advocates of reform principles in Western Canada.

In later years Mr. Gemmill's two sons, J. R. Gemmill and William R. Gemmill, were associated with him in the publication of The Observer. In or about the year 1876, J. R. Gemmill withdrew from The Observer and started The Banner, a Reform Journal in Chatham, he taking on his appointment as sheriff of the County of Kent.

The original founder of The Observer held the offices of clerk of the court for the County of Lambton and registrar of the surrogate court for the same county.

In the year 1878 the Messrs. Gemmill sold The Observer newspaper and property to Messrs. George Eyvel and Harry Gorman and, under the firm name of Eyvel & Gorman, The Observer was published for two years and a half, when the partnership was dissolved, Eyvel withdrawing to accept an appointment as one of the official Hansard reporters for the house of commons at Ottawa. Mr. Gorman remained as publisher and editor.

Daily Publications

On June 6, 1893, he started a daily edition and in 1907 The Observer Printing Company, Limited, was formed with Fred Gorman as president and general manager. The stock, with the exception of one share, was held by the Messrs. Gorman and by them it continued to be published daily and weekly until Monday, October 15, 1917. Then there was an amalgamation of The Canadian, weekly, and The

Observer, daily, the new institution being purchased by Messrs. A. D. McKenzie, W. M. Lowery, Johnston MacAdams and Leslie MacAdams.

The Observer was the first paper in the county to introduce machine type setting, discarding the old style of hand composition. It was also the first printing office in the county to install a printing press for printing from paper in rolls, both sides of an eight-page paper, and delivering it folded and cut at the rate of from 3,500 to 4,500 an hour. This was a decided improvement from 800 to 1,000 an hour, printed on one side only and requiring a second printing to complete it ready to be folded and trimmed in another machine.

When the change of ownership came on October 15, 1917, Henry Gorman, then police magistrate of the city of Sarnia, completed 35 years with The Observer as its publisher and sixty-four years of service as a printer and publisher.

To Present Ownership

On April 1, 1921, The Canadian Observer was purchased by H. M. Hueston and Allan Holmes, owners of The Herald at Prince Albert, Sask. A. D. McKenzie, who was one of the previous owners, joined Messrs. Hueston and Holmes.

Combining The Daily Observer and Weekly Canadian, the paper appeared under the title of The Canadian Observer and it continued to progress with the growth of the city. Plans were laid for future growth and they culminated on August 16, 1923, with the announcement that a new newspaper building would be erected on a site secured at the corner of George and Front streets.

The new building, 43 by 90 feet, was completed and the latest and most efficient type of newspaper machinery installed. This equipment included a 20-page Duplex tubular rotary stereotype press, capable of turning out 25,000 eight-column papers an hour. All in all, the plant was brought up to a point where it was the equal to those found in the larger cities of Canada. Today The Canadian Observer publishes one of the largest and most up-to-date newspapers of any city of the size of Sarnia, in the Dominion of Canada.

The Canadian

The Sarnia Canadian, the weekly which was merged with The Observer, was established in the year 1859 by H. M. Poussette, the editorial chair being occupied by the late Dr. Edward Buckle. The paper was then called The British Canadian and was in succession to an earlier publication issued under the caption of The Lambton Tribune. Mr. Poussette continued the publication of The British Canadian for some two years, when he disposed of the business to James H. Wood, who came to Sarnia from Belleville, where he had been engaged in journalism. Mr. Wood continued the publication of The British Canadian until 1869 when he disposed of the paper to the late S. A. McVicar, who had previously filled the office of deputy sheriff of the county.

Mr. McVicar changed the title of the paper to The Sarnia Canadian and conducted the paper alone until 1872, when he formed a partnership with Robert MacAdams,

who had previously been the publisher of The Petrolia Advertiser, which journal he had disposed of to Richard Herring of Petrolia. The new firm obtained a charter of incorporation as the Canadian Printing Company and in 1874 erected the brick building on North Front street in which The Canadian was subsequently published up to the time of its cessation.

Mr. McVicar died in June, 1900, and his interests in the Canadian Printing Company were taken over by J. M. MacAdams and L. MacAdams. The former enlisted and during his service Leslie MacAdams assumed the management and continued in it until the paper was merged.

Fido Comes High In The Best Gotham Style

New York.—(AP)—A dog's life in New York costs \$613.25 a year—that is, if the owner supports the aristocratic canine in the style to which its ancestors were accustomed.

The largest single item on the annual upkeep of, say, a wire-haired fox terrier, is \$240 for meals specially prepared, delivered and served by a canine caterer. For from \$15 to \$25 a month the caterers will feed the New Yorker's dog, but one agreed that a genteel wire-haired ought to get along all right on the \$20 a month menu.

Then there is the exercising of the dog—a very considerable item in a city where all bypaths are thoroughfares. A dog-walking agency will take over this burden for 50 cents an hour. Figuring that the dog gets a breath of air an hour a day and discounting a few Sundays and holidays when his master himself might do the exercising, the dog's exercise thus costs \$150.

A dog, authorities agreed, should be groomed and conditioned every two weeks at \$5 a grooming and conditioning. Thus \$130 will take care of that for the year.

If a dog's master thinks anything at all of his pet, he will have its picture taken yearly. The photographer for the American Kennel Club will take three poses of the dog for \$25.

Staff Beauties Chosen For Television Work

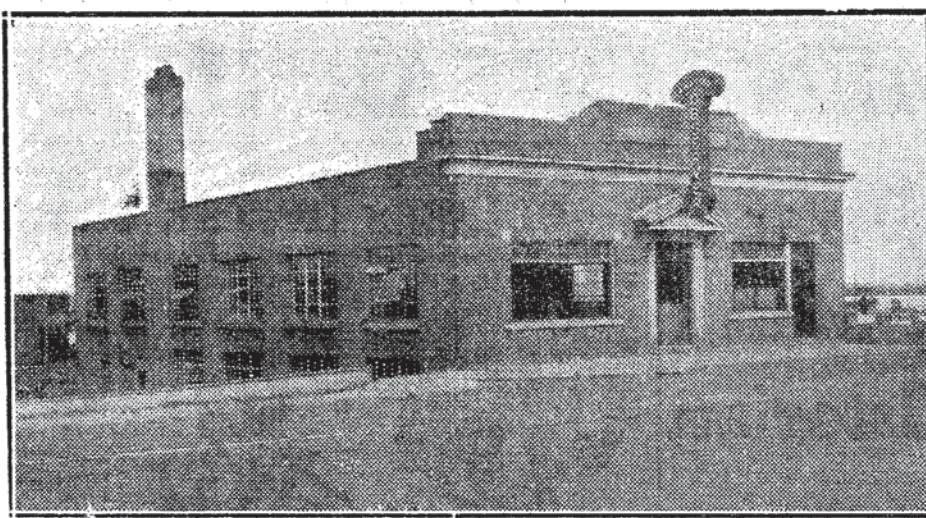
London.—(CP)—Miss Jasmine Bligh and Miss E. D. Williams will be the most "sucked at" women in this country next autumn. They have been selected as woman announcer and hostess in the new Alexandra Palace television service for the British Broadcasting Corporation.

The girls are equally suited for either post and each will act as announcer-hostess. When not announcing they will receive artists in the studios.

Miss Bligh is the 23-year-old daughter of the Hon. Mrs. Noel Bligh and a sister of Miss Susan Bligh, who until recently was known to millions of telephone users as "the girl on the cover of the London Telephone Directory." The Earl of Darnley is her uncle.

To qualify for the appointments the girls had to be "beautiful, young, with personality plus charm, golden voiced and photogenic featured."

Home of The Canadian Observer of Today



The home of The Canadian Observer is located at the corner of Front and George streets. It is a comparatively new building, completed in 1924, along modern lines, for housing the various departments connected with the production of a daily paper. Provision was made in its construction to permit of further extensions which may be required in the future.

Many Familiar Names Contained In Old Directory

Many names yet familiar to Sarnians are listed in a business directory published in The Sarnia Weekly Canadian dated March 11, 1874.

They include Joshua Adams, law chancery conveyancer; T. B. Pardee, barrister, attorney at law; James F. Lister, attorney at law; John Balster, dealer in watches, jewelry, etc.; D. C. MacDonald, house, sign and ship painter; Samuel L. Clark, boot and shoe maker; J. H. Jones, provincial land surveyor; E. P. Watson, auctioneer; T. Lawrence, barber; St. Clair Mills, C. A. McLagan.

Other professional men listed were Frederick Davis, barrister; Mackenzie and Gurd, barrister, etc.; M. Sullivan, barrister; John Tracy, commissioner in Queen's Bench; P. T. Poussette, clerk of the first division court; James Gowan, attorney at law.

Physicians listed were Dr. Poussette, Dr. A. S. Fraser and Dr. C. L. Vail and Dr. J. Woods, dentist.

Hotels in Sarnia advertising were Royal hotel, Front street, William Boyce, proprietor; Market hotel, market square, Sarnia, William Brown, proprietor; National hotel, Christina street, W. Gordon, manager; Alexander House, A. Alexander, proprietor.

Sarnia had a brewery too. George Russell was the proprietor and ale and porter were advertised as specialties.

There was a cooperage plant located at the corner of Davis and Brook street, of which J. Faulkner was the cooper.

There was one drug store advertisement, namely: "Medical Hall," which was established in 1860. The store was on Front street and George S. McLean was the proprietor. Apothecaries Hall was another, with McLaren and Co. in charge.

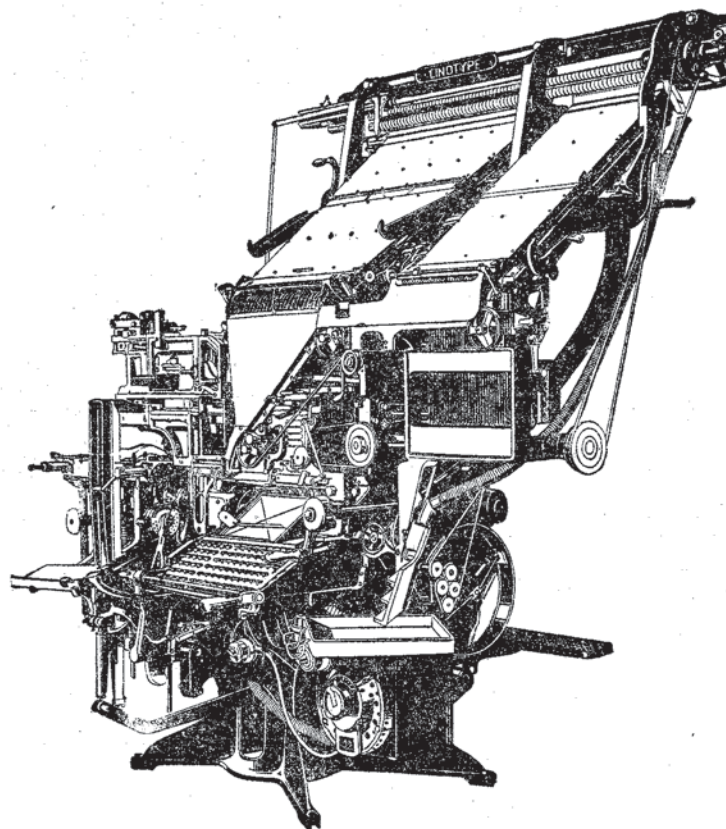
Other familiar names were T. & R. Kenny, wholesale and retail grocers; T. Gleason, Sarnia tea store; M. Masurel, groceries, wines and liquors; Thomas Fenton and Alex. Craise, wholesale and retail dealers in lumber; Parkinson and Dalziel, lumber; Joseph Worsley, carpenter and joiner; Mrs. Elliott, milliner; Daniel Clark, groceries and provisions; Henry Neal, watchmaker and jeweler; Lambton and Huron Monumental Marble & J. Kenny, dry goods, millinery works, Thomas Laundry & Co.,

THE FIRST HOME OF THE OLD OBSERVER



In 1854 the first edition of The Observer was printed in this building, located at the corner of Christina and Davis streets.

One of the Modern Linotypes



Part of the facilities possessed by The Canadian Observer for the speedy production of a daily paper is a battery of six linotype machines. These are marvels of mechanism, which set the type from which the paper is printed. They have a keyboard resembling that of a typewriter.

ery; T. & J. S. Symington, tail-smith, carpenter and joiner; McOring; Charles Rowles, pianos, organs; D. McMaster, watchmaking and repairs; Lambton Clothing Wilson, dry goods; J. Woods, Emporium, James Lambert; Geo. cigars, tobacco.

Has Kept Pace With The Modern Trend

Is Welcomed Daily Into 7,100 Lambton Homes and Influences Lives Of 35,000 Readers

LATEST EQUIPMENT, SERVICE

The Canadian Observer which today mirrors the life of Sarnia in a daily newspaper provides an industry that has developed with the community and has reflected its progress in the adoption of every creditable modern method. A welcome visitor in 7,100 homes in Sarnia and the contiguous country, it influences the life of 35,000 people and its steady expansion suggests that its policies are approved and appreciated.

Has Thoroughly Up-to-Date Plant

Housed in a modern building it has first class mechanical equipment. It employs a staff of 37 people, besides 40 carrier boys who deliver the paper to subscribers in Sarnia and 21 others who serve the readers outside the city in Lambton County. The motor delivery to towns in the district is accomplished by three motor vehicles and other centres not accommodated in that way are served by mail.

Correspondents to the number of 38 are engaged in reporting the news of the communities where The Canadian Observer circulates and every town, village and hamlet is given comprehensive representation in these news reports.

Complete News Facilities

The news of the world is brought to The Canadian Observer through the agency of The Canadian Press and a Creed Printer, a mechanical device that works in the manner of a mechanical typewriter, delivers the copy that is transmitted by electrical impulses to the editor's desk.

This machine is located in the editorial offices and represents one of the important advances made in the methods of newspaper production in recent years. It has contributed metropolitan advantages to The Canadian Observer and tremendously increases the volume of news as compared with the earlier devices of direct telegraphy.

Features and Markets

In the matter of special features, this newspaper has kept in step with the modern trend of reader interest. Illustrations, comic strips, serial stories and special articles on timely subjects are the best procurable. Concentrated departments with regard to markets, sports and women's interests provide the specialisation that marks the modern newspaper. In the future development of the community. The Canadian Observer is destined to play an important role as it has done in the past.

New York Women May Yet Win Vestry Rights

New York.—(CP)—The proposed amendment to the canon law of the Episcopal Diocese of New York permitting women to hold office as vestrymen was defeated by a narrow margin at the final meeting of the 153rd annual convention of the diocese.

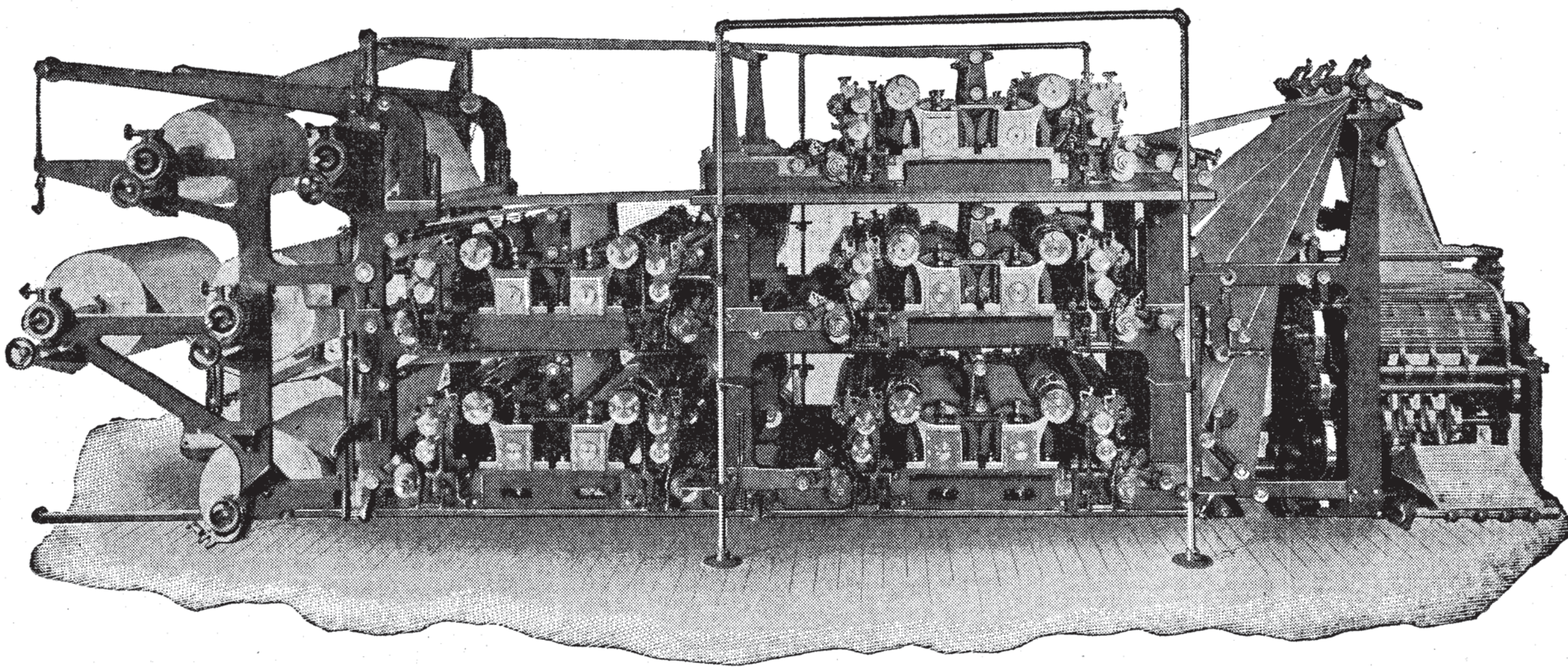
The measure, which must be passed by the lay order as well as the clergy, never reached the laymen because of its defeat at the hands of the clerical "telegists."

The vote, 74 in favor and 80 against, was, however, the closest to be recorded in the 15 years of the amendment's history, and led some of the advocates of the measure to predict its passage at the next convention.

"You all know there are a lot of parishes in which women supply all the money," the Rev. Robert W. B. Elliott, chancellor of the diocese, said in advocating the measure. "Why shouldn't they have a right to say how that money should be spent? They do a tremendous work. They sit in the pews and hear you preach. They are asking for a small measure of recognition. I think we should give it to them so we can retain their interest, loyalty and devotion."

Several hundred women, silent throughout the proceedings, sat in the visitors' gallery and heard the amendment defeated. The measure will be voted upon again next year at the annual convention.

CANADIAN OBSERVER PRESS WHICH PRODUCES LAMBTON COUNTY'S ONLY DAILY



THIS MODERN DUPLEX PRINTING PRESS, WHICH IS PRINTING THE CANADIAN OBSERVER TODAY, IS CAPABLE OF TURNING OUT A 20 PAGE EDITION AT A RATE OF 30,000 COPIES AN HOUR. FEW OF THE SMALLER DAILIES ARE EQUIPPED WITH THE MECHANICAL FACILITIES OF THE CANADIAN OBSERVER.

CITY OF SARNIA IS EFFICIENTLY ADMINISTERED BY COUNCIL

Mayor And Eight Aldermen Each Elected For One Year Are Responsible For Government

In the years since the incorporation of the municipality in 1857, Sarnia has been governed by capable mayors and efficient councils, which have been in a large way responsible for the financial and economical stability of the city, in times when many municipalities are in difficult circumstances. From the days of the early town councils to the present city administrative body it may be truthfully said that public servants who have given years of ability and talent, have made conscientious efforts to administer fairly and honestly.

In this centennial year when social and economic conditions are still below normal, it is a source of gratification that Sarnia has a civic body that directs its efforts to improve industrial and living conditions for the people. This can also be said of previous councils, which, in times of difficulty, have tackled almost unconquerable situations in endeavoring to make Sarnia a better city.

Changes in System

Sarnians will note some changes in the method of municipal government although the system of electing a mayor and council by the people is still in effect. In the early days Sarnia had a reeve, deputy reeve and council and as the town grew and became a city the governing body became a mayor and council. A peculiar fact is that while the population increased the size of the council decreased. Prior to 1924 there were 14 aldermen in the council. For some time there was agitation to reduce the number and at the municipal election on December 2, 1924, the people voted to reduce the number from 14 to eight. In 1925, however, when George N. Galloway was mayor, there were still 14 aldermen but in that year a by law was authorized reducing the number to eight. Since that time there have been eight aldermen.

For some years prior to this Sarnia had the ward system, whereby the elected representatives represented various wards. This was later abolished although there are still wards in the city for election purposes. One objection to the ward system was that there was a possibility of abuse by the councilors, in that an alderman elected for a certain ward would endeavor to secure all he could for his district without regard for the others. Today an alderman is elected by whole city and not just a part. His actions and decisions affect the whole city and not just one ward.

City Manager Proposal

For several years there have been suggestions that Sarnia should be administered by a city manager although the proposal was never put to the vote of the people. There are today exponents of this form of civic government and the time may come when Sarnia will change its present system and engage a manager.

One of the highlights in the history of this progressive city was in May, 1914, when the town was made a city. The notable event was honored by the presence of the Duke of Connaught, then Governor-General of Canada, who was the guest of honor and proclaimed Sarnia a city. The events of this historical day are described elsewhere in this issue.

An interesting sidelight of municipal history is the array of photographs of past mayors which adorns the walls of the city council chamber. The display is said to include a picture of each mayor since incorporation starting with M. C. Forsyth who was the first mayor in 1857. Many Sarnians who look at the pictures will recall the services of prominent men who guided the city during the past. To a younger resident of Sarnia the pictures are a source of interest, particularly in the contrast of the styles of the early mayors as compared with the dress of modern men. Among those who served several years as mayor are Thomas W. Johnston, Joshua Adams, Robert Mackenzie, F. Davis, R. S. Gurd, Charles Taylor, George Stevenson, M. Fleming, D. Mackenzie, George Leys, Lowrie, J. S. Symington, E. P. Watson, R. E. LeSueur, W. Proctor, F. G. Johnston, F. C. Watson, William Logie, T. H. Cook, George A. Proctor, William Nisbet, George Crawford, James C. Barr and Arthur Kirby.

The Present Council

The present mayor is William F. Crompton, who entered municipal politics in 1914 as a councilor. Several years ago Mr. Crompton sought reelection to the council and was successful. In the past four years he has been in the council and this year won the mayor's chair in a spirited fight against Edward L. Bedard, who sought a second term. Of the present council, Ald. James Newton is the only one who has worked his way up the ladder. He has served twice as mayor.

The list of past city officials includes names that will be remembered by many people. According to records Alexander Leys was the first treasurer, who was appointed on March 3, 1853. Subsequent treasurers were George W. Thomas, George Carman, Michael Fleming, Ebenezer Watson, James B. Barrie, James Woods and P. A. Blackburn. The present treasurer is W. W. Simpson, an exceptionally capable official.

Clerks since incorporation were Peter T. Poussette, E. H. Johnston, William Doak and James D. Stewart. Miss M. D. Stewart, the present clerk, succeeded her father.

Angus Smith Is City Engineer

Following the death of City Engineer W. B. Beatty the city council in April 1933 appointed as his successor Angus Smith, civil engineer and surveyor residing at Windsor. Mr. Smith assumed his duties in the following month and has filled the office since that time. Born in Ridgeway in Kent county, Mr. Smith came to Sarnia highly qualified for office. Following his graduation Mr. Smith carried on a large drainage practice in the counties of Essex, Kent, Elgin and Lambton and later went to Stratford where for seven years he was the city engineer. He was also engineer at Prince Albert, Sask., and held a similar position in Regina and for seven years he had charge of all city works there.

THE CITY CLERK



Miss M. D. Stewart, clerk of this city, who assumed the office following the death of her father, James D. Stewart, Miss Stewart was appointed on September 19, 1921 and has capably served since then.

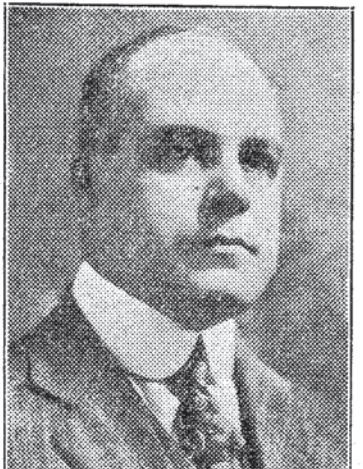
Tax Collector Is W. H. Palmer

Sarnia's tax collector is H. Walter Palmer, who has efficiently and capably administered one of the larger civic departments since March 11, 1929. Mr. Palmer entered the tax office in 1928 and on the death of William Nickel he was appointed collector which position he holds today.

A native of Sarnia educated in the public schools and the collegiate institute, Mr. Palmer has had valuable experience in financial affairs. In 1910 he entered the employ of the late F. C. Watson, local banker and former mayor of the city and following service overseas he was appointed deputy registrar of deeds for the registry division of Lambton county and he continued in this capacity until June 1927.

In January 1916 Mr. Palmer enlisted for service and he served with the eighteenth battalion C.E.F. in France, Belgium and in the army of occupation in Germany. He was wounded at the Battle of Amiens in August 1918 and returned to Canada upon demobilization of the Canadian army in May 1919.

CITY TREASURER



On January 8, 1923 Willard W. Simpson became city treasurer, which position he holds today. Regarded as an exceptionally keen student of municipal finance, Mr. Simpson directs the financial affairs of Sarnia ably and efficiently.

Hitch-Hiking Banned by Law in Many States

San Francisco—(OP)—"Fourteen states and the District of Columbia now have laws prohibiting hitch-hiking. "The bad hitch-hikers have created a hazard that shuts out the inoffensive ones as well," says The Chronicle. "Too many have been robbed and too many killed by the pedestrians to whom kindness opened their cars. Thus, in self-protection, men have had to stifle natural inclination to give a lift to the weary wayfarer."

The City Council Of 1936



ALD. J. T. BARNES
Chairman of Waterworks



ALD. H. M. TAYLOR
Chairman of Finance Committee



ALD. ANGUS STONEHOUSE
Chairman of Welfare



ALD. GEORGE SILK
Chairman Fire Protection



MAYOR W. F. CROMPTON



ALD. A. W. TENNANT
Industrial and Transportation



ALD. NORMAN PERRY
Chairman Avenue Committee



ALD. JAMES F. NEWTON
Chairman of Board of Works



ALD. FRED PELLING
Market and License

Old Home Week Celebration A Never-To-Be-Forgotten Occasion

Thousands of Former Sarnians Returned Home For Celebration in July 1925 — City Was Enfete for Whole Week — Historical Pageant Held

When Sarnia observes its one hundredth birthday on August 1, 2 and 3 the centennial celebration will be less ambitious than that in connection with the never-to-be-forgotten Old Home Week held here during the latter part of July, 1925.

Eleven years ago Sarnia opened its arms to old boys and girls who came from all parts of Canada and the United States to participate in an eight-day program, crammed with varieties of entertainment including receptions, sports, parades and pageants. The reunion attracted many hundreds of former Sarnians and their relatives and the event can be regarded as truly the biggest public function in the city's history.

The Celebration

The celebration opened on Saturday, July 18, with addresses of welcome by Mayor James C. Barr,

CITY ASSESSOR



For many years a local business man, Robert Simpson was sworn in as city assessment commissioner in 1918 and he has remained in office since that time. Mr. Simpson for years was a leading figure in the St. Clair River Road Improvement Association and he is active in the Knights of Pythias lodge.

George N. Galloway, the late Senator F. F. Pardee, R. V. LeSueur, K.C., and W. S. Haney. On the following day there were special services in the churches and in the afternoon ex-service men and the militia and the public took part in the dramatic service in Victoria park. This was a notable service with gray-haired veterans of the Fenian raid and the Northwest Rebellion keeping step with the younger heroes of the Great War. The late Canon D. W. Collins, rector of St. George's Anglican church, delivered the memorial sermon. In the evening the Windsor Salvation Army band gave a concert.

Point Edward welcome its old-timers on the Tuesday afternoon and on Wednesday morning doctors, lawyers, teachers, newspapermen and members of other professions gathered in the new collegiate institute and technical school to honor the late D. M. Grant, who taught school in Sarnia for more than 40 years. A purse of \$1,000 was presented to the beloved teacher, who put his former pupils through their paces in Latin, geometry and other subjects.

From a news story of the event it is reported that Peter McGibbon was called to the front of the class for playing truant but owing to the fact that "D.M.'s" strap had been stolen he was obliged to give Peter a Latin translation for his misdemeanor. The late William T. Goodison was called upon for a Latin lesson but evidently he had studied the wrong one and was not able to respond. Later Mr. Goodison presented the purse to Mr. Grant on behalf of his former pupils.

Historical Pageant

In the evening the historical pageant was presented by a cast of 500 people. The presentation depicted the city's development and it was recognized as one of the outstanding events of the week. The pageant was repeated on Thursday night.

United States Day was observed on Thursday and Detroit Day on Friday, although hundreds of Detroit people participated in the Friday night party. The main event on Friday was the welcome given to the late Field Marshal Earl Haig, distinguished British soldier. The man who commanded the British forces in France during the Great War, was cheered by thousands during his brief visit to the city.

Saturday was devoted to the Imperial Oil Limited and in the morning the employees paraded to Bayview park and participated in softball, baseball and soccer. In the afternoon the company held its annual picnic and in the evening a band concert and street dancing rang down the curtain on the first old home week in the history of the city.

Conserves Art In Sarnia

The Women's Conservation Art Association was organized after the war to buy Canadian pictures by Canadian artists and hang them in the Sarnia Public Library until such time as Sarnia should have an art gallery.

The organization developed out of the Women's Conservation Committee of the Red Cross which, during the war, had cleared \$8,000 in its work of collecting old paper and junk. After the Armistice, Miss Frances Flintoff proposed turning the committee into an art association to form the nucleus of a collection of purely Canadian pictures by Canadian artists.

This movement, responsible for starting similar organizations in several other centres, was acclaimed by art lovers in Toronto and elsewhere in the province as the most important development in Canadian art of recent years. Already a valuable collection of nucleus of a collection of purely Canadian pictures by Canadian artists. The officers are: president, Miss Frances Flintoff; secretary, Miss John McGibbon and treasurer, Miss Sadie Knowles.

An Active Man In Politics



Born in Elgin county, educated at Lucan High school and the University of Western Ontario, Dr. Andrew Robinson McMillen ex-M.L.A., is a well-known physician in Sarnia. He was a country doctor at Wilkesport before moving to Sarnia where he rose in the ranks of his profession and also of the Conservative party. Defeated at the federal polls of West Lambton in 1926 he entered the provincial campaign of 1929 under the leadership of the Hon. G. Howard Ferguson. He was elected and held the seat until the 1934 election, when he was defeated by William A. Guthrie, Liberal. Dr. McMillen is actively associated with several local industries and public services. In 1910 he married Miss Florence M. Kirk of London and has three sons, Douglas, Norman and Ralph. He is a member of several fraternal organizations and of the United Church.

Mothers Allowance Board Doing Good Work In The City

Among the welfare agencies of the City of Sarnia, the local board of the Mothers' Allowance Commission is doing very valuable social service work. Over fifty mothers in the city receive a monthly cheque from the provincial government, which assists them in maintaining a home and providing an education for their children. The members of the Sarnia board are: chairman, C. J. Driscoll, vice-chairman, Dr. Robert MacKinnay; secretary, Mrs. C. E. Tolmie, city's representatives, Miss Ina McEwen and John Wilkinson.

A Message From the Mayor

On the occasion of this Centennial, as Mayor of the City of Sarnia, I wish to extend to each and every citizen hearty congratulations on the progress of this municipality during the last hundred years.

Many changes have taken place since the site of this Imperial City was virtually hewed out from the forest, the city whose destiny is governed by a location which cannot be equalled from the standpoint of rail and water transportation.

I feel it has been the endeavor and goal of every succeeding council to keep abreast of the community's industrial development and of every progressive movement, by providing splendid harbor facilities, pure water supply, efficient police and fire services, improved and electrically lighted streets, commodious parks, modern schools and public buildings.

Especially have efforts been made by a constant policy of economy to keep the city's financial position at such a level that reasonable taxes encourage the establishment of industries and enable a large section of the community to be home-owning residents.

With best wishes for continued and increased prosperity,

W. F. CROMPTON,

Mayor.

Mayor's Office, Sarnia

Sarnia In Early Years Was Noted For Its Sobriety More Than Now

The following is an extract taken from the County of Lambton Gazetteer, Commercial Advertiser and Business Directory published in the year 1864.

"Sarnia was laid out as a town in the year 1833 by the Hon. M. Cameron, at least that part of it south of George and north of Crompton streets, consisting of 100 acres. The part on the north, 200 acres, constituted the Vidal estate and was not laid out in town lots till a much later period. It was Mr. Cameron's design to call the place Port Glasgow, but at a meeting of the villagers the name Sarnia was chosen. Mr. Cameron was very assiduous in promoting the settlement of the place and liberal in assisting those who were disposed to engage in business. Many of those who have figured prominently in business owe their ability to make the first start to his liberality.

Noted for Sobriety
"Sarnia was for many years noted for the sobriety and morality of its inhabitants, during which time its liberality to the Bible Society, Missionary Society and the Temperance Reformation was often noticed by visitors from a distance. This happy state of affairs continued to prevail till about the time that the Great Western Railroad was constructed when, owing to the larger increase in population and the mixed character of the newcomers, the old status of society was not so observable. Since that time, Sarnia cannot claim to be exempted from those occasional developments of depravity and crime that characterize the police records of larger cities. Still, there is a large influence for good maintained. There are six churches, one grammar school, one central or district school and several private and select schools of which the principal is that kept by Mrs. Hennessy, for instruction in Latin, French and music. There is also a flourishing lodge of the I. O. of G. T.'s and a branch of the Canadian Temperance Alliance. The public buildings of Sarnia are the jail, courthouse, union school, town hall and market. It has one of the best harbors in Canada and being so near the lake, it often affords shelter for vessels that are driven by stress of weather to seek its shelter.

Commercial Interests
"The commercial interests of Sarnia are not as well developed as might be expected considering her natural advantages. There are two cabinet factories but both do a considerable importing business. Other branches of business are crippled in the same way. As soon as this state of things is remedied and capitalists can be induced to invest in manufactures, Sarnia will take the place for which by nature she is well calculated to occupy as one of the first commercial towns in Canada. Population about 2,500."



Harvey W. Unsworth is enjoying his thirteenth year in the city's service. Mr. Unsworth, who is city auditor, was appointed to this position in 1923 to succeed W. W. Simpson who was named treasurer.

RAYON FOR MEN'S TOGS

Philadelphia—(CP)—It is predicted rayon fabrics will be used this year in men's clothing and accessories.

SARNIA SERVICE CLUBS DO GREAT DEAL OF COMMUNITY WORK

Are Actively Alert To Do Good

Kiwanis, Rotary, Lions and Kinsmen Are Active

CARE OF NEEDY IS FIRST CONCERN

Sarnia has the reputation of having about the most active group of service clubs of any city of its size in Canada. They comprise the Kiwanis, Rotary, Lions and Kinsmen clubs and, despite the depression years, they are still thriving organizations. Not only have they served to develop and maintain a high calibre of comradeship among the business and professional men of the city, but each has carried on some self-sacrificing endeavor for the benefit of the less fortunate citizens of the city and Lamb-

received its charter as a member of Kiwanis International, at a function at the Vendome hotel. Since then it has forged ahead as one of the most active Kiwanis clubs in Ontario and while, during the depression years, it lost some of its membership, it has of late been staging a remarkable recovery.

The local club was born of the joint efforts of the London and Port Huron Kiwanis clubs and W. J. Constable, now of Windsor, was its first president. The Kiwanis movement had its origin in Detroit in 1914 in a business men's association and the original suggestion for a name was Kee-wanis. This was an Indian word which was interpreted to mean "to make one's self known or impress one's self." The name was finally changed to Kiwanis, original club motto was "We Trade" but later this was changed in favor of "We Build." There were 20 clubs when a convention was held in Cleveland in 1916 to draft a national constitution. In the following year clubs were established in Hamilton and Toronto. Since then Kiwanis International has grown until today there are 1,894 clubs with an approximate membership of 89,000.

This club met every Monday in the Northern hotel, which is now the Windsor, and continued to be a flourishing organization until the birth of the Kiwanis and Rotary clubs proved an overwhelming drain on its membership. The late George P. France, who was secretary of the Chamber of Commerce at the time, was one of the most active promoters of the club and W. Eric Harris, who succeeded him, helped to preserve the enthusiasm for the organization.

The luncheon club originated in 1921 and ceased to function in 1930. A. D. McMurtrie was its last president and Dr. A. E. Hughes its last treasurer. For the final two years of its existence it tried to stave off the fate which the newly created service clubs were slowly but surely sealing for it, but the tendency toward the new clubs was too great and it succumbed.

The Kiwanis Charter

On the night of Friday, January 13, 1928, the Sarnia Kiwanis club

was organized in 1928, but a month

later, the date of the charter presentation was February 24, 1928, and its first president was N. L. LeSueur, K.C.

The other original officers were Dr. R. G. MacDonald, vice-president; F. S. Barclay, secretary; H. F. Holland, treasurer; Sheriff A. J. Johnston, sergeant-at-arms; C. B. Leaver, R. M. Norton, T. Grace and C. H. Belton, directors. The other members were W. J. Barrie, the late Canon D. W. Collins, H. A. Couse, J. C. Clark, W. R. Dawson, N. S. Gard, K.C., Dr. W. A. Hartley, A. Keefer, T. C. McCobb, T. A. Mackay, P. T. McGibbon, J. H. Morrison, J. P. Newton, V. Pickersgill, W. A. Saurwein and the late J. B. Williams.

The presidents who succeeded Mr. LeSueur were Dr. MacDonald, Sheriff Johnston, J. B. Williams, Peter McGibbon, W. H. Kenny, F. C. Asbury and H. A. Couse. The organization has maintained a consistent membership during the depression years and its luncheon meetings have been marked by good average attendances and good speakers.

The local club owed its origin largely to the influence exerted by members of the London Rotary club as well as those in Port Huron and Windsor. Although it received its charter 23 years after the first Rotary club was formed in Chicago, it followed by only six years the organization of Rotary International.

When it was suggested that a branch of Lions International be formed here it was felt that there was room in the city for a club whose membership would be composed of younger men willing and able to give their talents in the service of the club and city. With this in mind a group of men were gathered and under the supervision of Port Huron and Windsor Lions a club was formed and at a dinner various district Lion officials attended and presented the

charter. The first president was Howard Keyser, who was associated with the Windsor club before coming to Sarnia. He was suc-

ceeded by the Rev. G. A. Sisco, former pastor of Central United church, who, in turn, was followed by R. F. Berth. Last year Jack Purves was president and in June this year Robert J. Wilkinson took over the reins of office.

At the present time the Lions club has a membership of 31, although the club was originally chartered at 25 members. With removals from the city and several

members dropped from the roster the membership has steadily increased, although it is not the intention of the club to have a large membership.

Since its inception the Sarnia Lions have sought to be of service to the city through a sight conservation program whereby needy children are given assistance in the care of eyes and the supply of spectacles. It also strives to promote community effort and to participate in public matters of the day.

The Sarnia club is part of Lions International, an organization of 2,700 clubs in the United States, Canada, Mexico, China, Cuba and Hawaii. In the entire organization there are approximately 80,000 members.

(Continued on Page Five.)

PRESIDENTS OF SARNIA SERVICE CLUBS



CARL C. MANORE
President, Sarnia Kiwanis Club



DR. W. A. HARTLEY
Who directs the Sarnia Rotary Club



D. J. MACKLIN
Pres. this year of Kinsmen club.



R. J. WILKINSON
Directs the affairs of Sarnia Lions.

Many Prominent In City Life Of Today Recall Boys' Band

Many of the men prominent in business and other spheres of activity in Sarnia today recall the Boy's brigade, which was a flourishing organization around the years 1892 and 1893. The present armory on Christina street was built in 1893 as a Boys' Brigade hall and a place for recreation, drill instruction and general Christian uplift work for the boys of the city.

The late T. W. Nisbet, who was manager of the local branch of the Bank of Commerce for 20 years, was deeply interested in the brigade and fostered the erection of the hall. It was ultimately used on occasions as a theatre and the scene of indoor baseball games, dances, carnivals and other entertainment. Finally the government purchased it and it is today the headquarters of the Lambton Regiment.

The Old Brigade Among the boys of those days

who belonged to the brigade were many whose names are now prominent in the adult activities of the city. Others have passed on. The membership included C. Lawrence, H. J. Watson, F. Symington, F. Brennan, Roy Philip, Ed. Crawford, F. Bury, W. L. Doherty, Roy Smith, C. Philip, K. J. Mackenzie, A. Dalziel, James Barr, W. Thompson, Dougald Mackenzie, A. Cook, N. Moore, J. McEduards, William Date, Emeric Vidal, James King, Charlie Fleming, Jack Shafer, George Mackenzie, Jack Dalziel, Edward Roberts, Tod Fleming, Sid Ross, James Towers, Alex. Watson, Joseph Barr, Charles Watson, Arch. Brebner, Jack Williams, Dan McGibbon, A. Ireland, F. Sheppard, Ernie Patterson, Edward Laird, Mack Mackenzie, Bob Towers, Fred Clark, Neil McLean, W. Nisbet, H. Phillips, James Thompson, Rev. John Thompson, Gordon Mackenzie, Charles Mackenzie, James Clark, Jack Brebner, Fred Towers and Jack Mills.

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(Continued on Page Five.)

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We have no desire to become wealthy. You may really believe this because it is true. An honest, comfortable living is all we wish and hope for. We own our store and are able to decide its policies ourselves, without outside influences. Our overhead is very low and there are no high salaries that must be figured in the prices of our various products.

The many years of paint and wallpaper merchandising have convinced us that the only policy that will create permanent good will is that of fair dealing and honesty. It is our sincere wish that every customer be completely satisfied, whether the purchase be a quarter pint of paint or a barrel.

We like Sarnia. We believe it to be a most desirable city in which to live and consider it a privilege to be counted among its citizens.

We like Sarnia people. They are sincere, honest and dependable, and we shall always endeavor to preserve the confidence which they have placed in us.

May we, on this occasion of our city's 100th birthday, pay our respects to those good and industrious men and women of an earlier generation who strived so earnestly to give Sarnia the position of importance in our country that it now enjoys.

E. Orville Carter

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For 35 years this Agency has stayed and paid every honest claim in full. Representing only the choicest companies we have steadfastly held to the principal of selling no contract that we would not buy and representing only those companies we would ourselves insure in.



HOMER LOCKHART
President

In 1895 Mr. Thomas H. Cook undertook the Agency Business as Thomas H. Cook and Company. In 1922 City Insurance Offices Limited was formed and Homer J. Lockhart joined the organization, Mr. Frank Cowan coming into the business in 1930.



FRANK COWAN
Vice-President

Specializing in insurance of every kind, schedule, rating, surveys, reports of insurance cost, the agency has kept abreast of the times to an extending circle of clients. We believe that the "best" is the cheapest in the long run. Your insurance problems receive our "Best" attention.

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"WE WILL BOND AND INSURE YOU"

Since 1895

SARNIA POLICE RECENTLY DEMONSTRATED GREAT EFFICIENCY

Smart, Courageous Officers

RECENT HOLDUP OF LIQUOR STORE
DEMONSTRATED THAT CITY CAN
RELY ON ITS POLICE FORCE
FOR PROTECTION

IS AN ABLY DIRECTED BODY

The Sarnia police force—one of the most efficient forces of any city of equal size in the Province of Ontario—is directed by Chief William John Lannin and has a strength of fourteen officers.

The history of the police force in Sarnia is one of progress from the early 70's when the first policeman was appointed in the town. Jerry Thatcher was the first constable to act in Sarnia, but the first chief of police was not appointed until 1892. He was Hugh Riley, who was followed in five or six years by John Windred. Under this chief there were two officers—a day and a night constable—to bring the force up to three men. In 1898 Chief Sarvis was appointed, and in 1902 the force was increased to five men including the chief. Another officer was also on duty to serve summonses and do work in connection with the force other than patrol duty. In 1906 J. Pengally became chief and served for 14 months and was then succeeded by Jack Crawford who was the chief officer until 1911.

James Forbes Appointed

In 1911 James Forbes was appointed chief of police and the force was increased to eight men, at which strength it remained until 1921 when the present chief was secured. He immediately organized a new force of officers and the number was increased to 14 men. At that time Sarnia had a population of between 14,000 and 15,000 and this force was organized on the basis of one policeman for every 1,000 citizens. A few years later the force was strengthened by the addition of another man but the strength has since dropped back to 14 officers. The loss of one member on the force was caused by the resignation of two officers in 1933, when the commission only appointed one man in their place.

Back in the dim, distant days when candles and lamps were the common means of illumination of the houses and streets and horses

furnished the popular means of travel, the chief constable of the town was a busy man. His duties not only included policing of the municipality but half a hundred other responsibilities. To say he more than earned his salary would be no exaggeration. Looking after the trunks, ringing the village bell and many other tasks fell to his lot.

Is Different Today

How different it is today. A chief constable, a sergeant, detectives, two patrol sergeants and nine officers keep busy guarding the property of citizens, seeing that merchants have locked their doors, locating missing articles and seeking out and bringing to the bar of justice offenders of all types.

Traffic regulation is another phase of police activity that has increased considerably during the past few years as the number of automobiles and trucks has grown

CHIEF W. J. LANNIN



Chief of Police W. J. Lannin has directed the Sarnia police force for fifteen years. An officer of wide experience he has maintained the force under him at a high level of efficiency.

larger. The city police force previously had two motorcycles and a car patrolling the city streets, but since 1933 there has been only one motorcycle in operation.

The city has had some good police officers in the past, but it is generally agreed that the present force constitutes the most efficient and effective body in the history of Sarnia. It has been under the regime of Chief W. J. Lannin that patrol beats were laid out and no longer anyone in a particularly section of the city say that he never sees a policeman in his vicinity.

Maintain Cooperation

Cooperation with the police officials in the other municipalities of Lambton County, the provincial officers and the Royal Canadian Mounted Police stationed in the city has always been maintained and has resulted in the solution of many crimes within a remarkably short period of time.

The effectiveness of the Sarnia police force was dramatically demonstrated to the community only a few weeks ago. On May 23, last, Norman "Red" Ryan and a companion, Harry Cheekley, of Toronto, both notorious bandits, attempted to hold up the local store of the Ontario Liquor Control Board. Although the bandits shot and killed Constable John Lewis of the city force, two of his brother officers entered into a gun battle with them and within two minutes Canada's No. 1 criminal and his companion had been shot down, mortally wounded. It was the most sensational story of crime and heroism in the recent record of police in Canada.

Although Chief Lannin felt deeply the loss of one of his officers he was proud of his force for the

courage and determination to protect property it showed on that occasion.

The Police Commission

Since Sarnia was made a city the Sarnia police force has been controlled by a police commission, which is composed of three members, the judge of the county, the city magistrate and the mayor. The personnel of the 1936 commission is, Judge Albert E. Taylor, chairman, Magistrate C. S. Woodrow and Mayor William F. Crompton, with Chief W. J. Lannin, secretary. Judge Taylor has been a member of the commission since it was instituted and has been chairman during that time with the exception of one year when Mayor Arthur Kirby presided. Magistrate Woodrow has been a member of the commission since 1928 when he was appointed magistrate of Sarnia to succeed the late Henry Gorman.

The personnel of the Sarnia police force is as follows: Chief constable, W. J. Lannin; sergeant, John Crammer; detective, Frank McGirr; patrol sergeant, S. C. Pratt and George Smith; and constables, W. C. Burgess, W. F. Simpkins, J. S. Torrence, J. Henry Symes, Harry Simpkins, Earl R. Wilbur, Walter Lademer, James H. Strachan and Ernest W. Duffield. An outstanding officer is William John Lannin with his six feet of height, powerful build and wide police experience. He is also prominent in police affairs of Ontario and has 36 years of excellent police service to his credit.

Represents Province

Chief Lannin represents Ontario on the National Board of the Chief Constables Association of Canada, and he is a leading member of the Police Association of Ontario. He was born October 27, 1876, on a farm in the township of Mornington, Perth county. His grandparents came to Canada from Ireland and his parents, the late Nathaniel Lannin and the late Jane White, were born in Canada. He was one of a family of four boys and four girls.

Chief Lannin attended public school at Section No. 12, Mornington township and completed his academic training with three years at the Stratford Collegiate Institute. After his school days, he returned to his father's farm but he yearned for the adventures of city life and soon departed for Toronto, where he secured a position on the police force on October 2, 1900. He commenced his police work at the Court street station, remaining there for ten years. The next two years he spent at Parkdale station, and until July 1, 1913, he was attached to the Agnes street station, now called the Dundas station.

He was attached to Court street his beat covered the section of downtown Toronto which was destroyed by fire in 1904 and it was Chief Lannin who turned in the alarm that brought the fire-fighting equipment out from miles around.

Chief at Stratford

Resigning from the Toronto police force, Chief Lannin was appointed chief constable at Stratford on July 1, 1913, where he remained until December 15, 1920, in which year he went to Windsor as superintendent of law enforcement for Western Ontario. This was before the present provincial police force was organized and his territory included the counties of Essex, Kent, Elgin, Middlesex and Lambton.

On July 1, 1921, he again went back into municipal police work and accepted the position of police chief in this city.

The slogan of the Police Association of Ontario is cooperation and Chief Lannin is a firm believer in cooperation between federal, provincial and municipal police units.

Nothing Like It

"Nothing succeeds like cooperation," Chief Lannin has said. "The fact that we have consistently tried to work closely with other departments accounts, I believe, for the absence of serious crime here. Although there will always be some crime, one of the main factors in its suppression is cooperation of all police units."

Chief Lannin is greatly impressed with the possibilities of radio in police work. Last year he made a comprehensive study of the police radio systems of Port Huron, Detroit and in Michigan state units. He prepared a paper on the use of radio in crime detection. This paper was read at the convention of the Police Association of Ontario which was held at North Bay, by Sergeant John Crammer, of the Sarnia force, and it won much commendation.

Chief Lannin hopes to see the day when radio equipment will be used by the Sarnia police force.

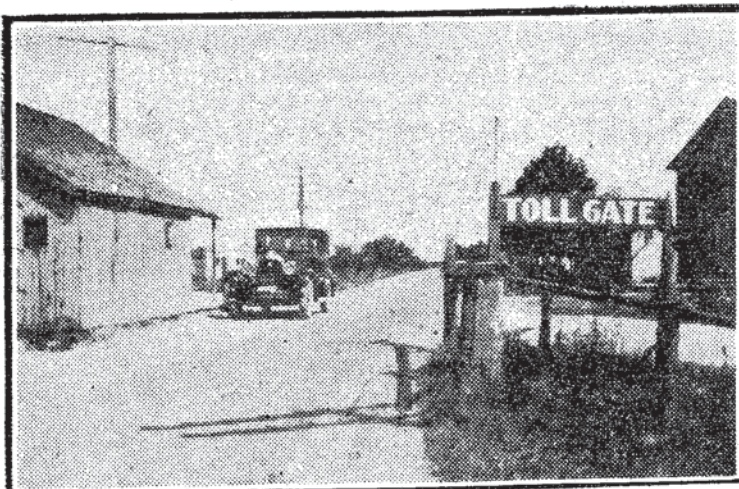
Are Actively

(Continued From Page 4)

The association came into being in 1917 and the first annual convention was held in Dallas, Texas, when 50 clubs were represented. The growth of the association since that time has been phenomenal and in three years it had doubled its membership and had extended into Canada.

Sarnia Kinsmen Club
Unique among the service clubs of Canada stands the Kinsmen club, a very active branch of which has existed in Sarnia for the past six years. This dominion wide organization was formed about fifteen years ago in the city of Hamilton as a small luncheon club composed of a few young returned soldiers who desired to perpetuate their friendships made during the war. At the same time they felt that the ideal aim of any group of young men should be loyalty to their country and a constant striving for international peace. With that end in view the Kinsmen club came into being under the guiding hand of Hal Rogers and with the splendid motto "Kin for Canada, Canada for

THE LAST TOLL GATE



Until recent years Sarnia district had the last toll gate remaining in Ontario. It was on the Plank Road, a short distance beyond the eastern limits of the city. This photograph of it was taken only a short time before the toll gate was abolished.

Peace

Unlike other service clubs the Kinsmen Club is not international in scope but purely Canadian, and includes among its active members young men between the ages of twenty-one and forty. While this organization has spread so rapidly that there are now branches from coast to coast, it is particularly active in Western Ontario.

Clubs have been formed in St. Catharines, Hamilton, Guelph, Shumoe, Owen Sound, Wallaceburg, London, Chatham, Windsor, and Delhi, in addition to Sarnia. Each club takes upon itself a certain definite community work in each city and some of the efforts are particularly noteworthy in Canadian service club annals.

The Kinsmen Club of Sarnia was formed in the autumn of 1930, with H. M. Taylor as the first president. Succeeding him as head of the club have been successively: B. C. Phippen, K. P. Jeffrey, L. Herr, A. E. Sole, and D. I. Macklin. The present executive is composed of: A. E. Sole, past president; D. I. Macklin, president; Dr. J. T. Blehn, vice-president; F. N. Hughes, secretary; E. A. Pardee, treasurer; George Clark, and O. N. Wilson, committee.

Since 1932 the club has assumed very definite responsibilities in the city. It has sponsored troop No. 2 of the Boy Scouts and provided a hall where three troops hold weekly meetings. The principal contribution to the community, however, has been in the playground which the club has provided every summer at the corner of Shamrock and St. Clair streets. In addition to the outfitting of the playground the club has arranged for a competent supervisor to direct the boys and girls of that district in games and at play. That this work has been of great value is indicated in the many words of

commendation from the parents.

The playground work was inaugurated under the convener of H. H. Moor, who has been followed by A. E. Sole, Dr. A. E. Hughes and the present convener, Dr. J. T. Blehn. From time to time the Kinsmen club has been called upon for assistance in other community efforts and has always cooperated in every way possible.

The present membership includes: H. M. Taylor, B. C. Phippen, D. P. A. E. Hughes, Dr. J. T. Blehn, D. I. Macklin, H. E. Fuller, H. J. Sterling, A. M. Hayes, M. J. Chilton, G. R. Clark, O. N. Wilson, E. A. Pardee, Rev. R. C. Brown, Dr. W. B. Carruthers, Dr. A. M. Borowman, K. P. Jeffrey, J. S. Milne, T. D. Belton, Dr. W. G. Gray, H. B. Conn, N. N. Watson, F. P. Cowan, F. N. Hughes and B. Spears.

Says Yukon Women Are Fond of Choice China

Toronto, (CP)—"People of the Yukon never think of locking their doors," Mrs. George Black, M.P., told I.O.D.E. members recently, telling of the little log cabin homes, three or four rooms, with many of them, electricity and running water. "And there is very little major crime, which is remarkable, considering that we have all kinds of people, good, bad and indifferent," she added.

"The one extravagance of the women of the Yukon is fine china," she confided. Not being able to spend money on carfare, and with no movies, "at least most of those which come are about a year old," the woman spends her extra money on fine china.

From Waterloo To The Forests of Lambton

George McPherson and his two young sons, William and George S., came to Sarnia in 1836 from Edinburgh, Scotland. As a young man he became a Gordon Highlander and fought at Waterloo. He was one of the 13,000 British soldiers who were known as the "Army of Occupation" for three years in Paris. During most of that time he was quartermaster and superintendent of the hospital. He was an active Mason and secretary-treasurer of the Gordon Highlanders lodge. His wife, nee Margaret Macdonald, an aunt of Sir John A. Macdonald, died in Bermuda in the early thirties and is buried at the British fort.

At Waterloo

He and four companions rode from Quatre Bras in a heavy rain and reached the Waterloo battlefield at 7 a.m. and went into immediate action. In the evening an officer said to him "McPherson, you are supposed to be the officer of the day and see to the burying of the dead, 45,000, tomorrow, but you are tired and you had better go over to that shanty and cover up with straw and take a good rest. Sleep late and they will think you are dead." The shanty had been used during the day by Napoleon as his headquarters.

Mr. McPherson was given a liberal grant of land by the British government in Lambton county. In 1841 he underwent a slight operation for piles by Dr. Johnston, of Sarnia, and while going down the river later in the day died of death. His remains were moved to the McPherson plot in Hillesdale cemetery, Petrolia, by Mrs. Lowery about twenty-five years ago. The casket was in perfect condition after 70 years. The bones were very white and the decay consisted of about four little mounds of earth. In life he was a man who stood 6 feet 4 inches. His son, William, of Mooretown, was warden of Lambton in 1858, and William's son, Hon. W. D. McPherson, was provincial secretary in the Hebert government.

The younger son, George S., was warden of Lambton in 1866. Mrs. W. M. Lowery was his youngest daughter.

In Milling Industry

The flour mill, near Petrolia, and in later years known as Woodley's mill, was owned and operated by William and George S. McPherson in 1847.

His sons received their early education at Edinburgh Castle, the home of the regiment. The Gordon Highlanders were stationed at the

old fort in Toronto, "Muddy York," in 1834 and during that time the boys went to grammar school. A third son died while in Toronto and is buried in the old cemetery at the fort.

FAVORS TEACHING TEMPER CONTROL

Columbia Professor Says Personality Neglected in Modern Schools

Toronto, (CP)—"I would like to see a society formed to teach geography by means of travel by children themselves," said Dr. Goodwin Watson, Professor of Psychology in Columbia University, New York, lecturing here.

Personality and personal relationships had been sadly neglected in the school. "How to control one's temper would seem to be much more important than some of the things children now study."

Commenting on the fact that the life of the camp was better than that of most classrooms, he expressed the hope that the time would come when the camp was not supplementary to the schoolroom and run by private individuals, but an essential part of the public school system. Settling children down in seats glued to the floor was a fairly recent idea and an unfortunate one—the old desks should be unscrewed and chairs and tables used.

"I would like the children to bring comic strips into the classrooms. I wouldn't preach to them, nor would I expect them to stop reading them, nor would I stop, but I would consider whether they were make-believe. There is a tremendous difference between being knowingly subjected to propaganda and accepting it and having it sink in."

Prof. Watson would make anthropology one of the major studies of adolescence. He would teach the problems of citizenship which could be found in the pages of the newspaper. He hoped during his lifetime to see children apprenticed to educational vocations in such a way that they would learn to work along with elders engaged in these, and ascertain the artistic skill, the attitudes, the creative value of the job.

THE ROMANCE OF FOOTWEAR

About The Shoes Of Yesterday

Long before the naming of Sarnia, in 1836, fashion history passed lightly over the reigns of James II, 1685-1688 and William and Mary (1688-1702). We read "Shoe buckles are substituted for roses and rosettes." High heel shoes were brought in in the reign of Queen Ann (1702-

1714), so were hoop skirts for women and red heeled shoes for men. Women's shoes of this period became much daintier than before being made up of beautiful satins, brocades and velvets. In those days only the royalty and wealthy people had what were considered beautiful shoes



The Shoe Buyers Of Today



The perfect fitting of shoes, which is considered so necessary in the present day, was never given a thought. Every man, woman and child in 1936 knows that good fitting shoes are essential. They appreciate good looks in their shoes and insist that they not only be of the highest quality and latest style, but that they fit perfectly. We have tried al-

ways since opening our store little more than a year ago, to fill the needs of discriminating buyers of footwear. We carry the finest shoes obtainable at moderate prices. Our range of fitting is large enough to meet every need and the styles are the newest. That is the reason why more and more particular buyers of footwear are shopping at this store.

Congratulations Sarnia

On this occasion of your one hundredth birthday, we wish all of your residents more years of happiness and prosperity.

FERGUSON---BRODIE

OPPOSITE CITY HALL

CHRISTINA ST.

Nearly a Century of Progress

With The City of Sarnia We Celebrate Years of Steady Growth

James H. Belton, born near London, Ontario, in the year 1823 started a lumber yard in London in 1854.

Robert Laidlaw, raised near Guelph, Ontario, commenced the manufacture of lumber in the early seventies.

These names have stood for the best in lumber service for many years.

Since 1896 Sarnia has been the home of Laidlaw-Belton Lumber Company, Ltd., and its predecessor, R. Laidlaw Lumber Company.

... Today this old and strongly established firm has a modern mill in Sarnia for the re-manufacture of lumber and the making of doors, sash, frames and many kinds of lumber building materials.

Laidlaw, Belton Lumber Co., Ltd., sell and ship more lumber than any other firm in Western Ontario. Why? —Because price, quality and satisfaction contribute to their sales.

No order too large for us to execute or too small for us to appreciate.

Laidlaw, Belton Lumber Co. Ltd.

Phones 900 and 901

Sarnia, Ontario

GOLF AND LAWN BOWLING HAVE MADE ENORMOUS STRIDES

Sarnia Made One Senior Hockey Bid

Sarnia's bid for senior hockey fame, following close on the heels of its only intermediate championship in 1936, was unsuccessful and short lived.

In 1918, with a hand-picked band that included Joe Dwyer, Jack Murray, Jim Grannary, Grover Halpin, Lorne Rose, "Shooney" Schumacher, Jack Adams, now manager of the world's championship Detroit Red Wings, and Tee Hillman, the locals struck an unfortunate seige of illness and went down.

Kitchener won
Kitchener swept the weakened

Sarnia team aside. The Flying Dutchmen had a lineup that included George Hainsworth, Ernie Parkes, Solomon, Trushinski and George Hiller, one of the most formidable amateur aggregations that ever came down the ice.

Before that 1918 bid—and since—Sarnia's hockey has been confined to the intermediate series.

CALL FOR BOOTS AND BELTS

Portsmouth, England. — (CP)—War scares have brought a boom in the leather industry, millions being supplied with heavy boots and military belts.

POULTRY JACOBAN

Cape Town. — (CP)—Now it's Jacobean hens, a cross of Black Orpington and Rhode Reds being recognized by the South African Association.

RENEW SCOUT PLEDGE

London. — (CP)—Two hundred deaf and dumb boy scouts and girl guides renewed their pledges in St. John's church, Clapham, Rise, Eng.

GIFTS

Take some little gift home to friends or relatives.
Very Reasonably Priced
Souvenirs of Sarnia

MARION FRASER
GIFT SHOPPE

120 Davis Street
Phone 1751F Res. 2533.

JESSIE M. TODD MILLINERY STORE

174 Christina Street North

Phone 2016J.

We look "back" with a good deal of pride at the confidence and increased patronage accorded us over our long period of contact with the public. Our business has been built on mutual confidence and customers' satisfaction.

While we remember the past generations with grateful hearts and cherish their memory, we will look into the future and hope that light, liberty and truth will dawn anew in all our minds.

WE JOIN IN CONGRATULATING THE CITY OF SARNIA ON THE OCCASION OF ITS CENTENNIAL.

Greetings and Congratulations

To The

City Of Sarnia

We Are Proud of The Fact That
THE SARNIA CANADIAN OBSERVER

Selected

Hewitt Metals

To Print Their Centennial Edition

HEWITT METALS CORPORATION, LTD.
WINDSOR, ONT.

Manufacturers of Bearing Metals, Solder,
Linotype, Stereotype, Monotype,
Combination and Electrotype Metals

SUCCESS

Is The Goal Of Every Individual

We congratulate the City of Sarnia on its long and successful history, and wish each of its citizens many years of prosperity and happiness.

We are only a few years old in the Ladies Ready-to-Wear line in Sarnia. The future will, however, find us retailing the same type of merchandise and offering the same fair values, since 1933.

Queen City Styles

135 N. FRONT ST.

Sarnia's Youthful Tankard Winners



One of the most youthful rink ever to capture the Ontario Tankard carried off the provincial curling honors in 1936. Reading from left to right they are: Hec Cowan skip, W. D. McCart, vice-skip, Alex. Hayes second and Maurice J. Chilton lead.

Four Golf Clubs Thriving In Territory Once Served By One Nine-Hole Golf Course

Ten years ago the Sarnia Golf club took care of all who cared to play the game. Today four clubs are operating in the Sarnia area, one on Stag Island, one along the lake shore and another has taken over the original site of the Sarnia club. The latter three public courses have come into being within the last decade and are enjoying a splendid measure of success.

Build Clubhouse in 1909

It was in 1909 that the Sarnia club, then playing over the land now occupied by the Athletic park and the Pineclade Golf club, built its first clubhouse at an outlay of \$600. The list of subscribers who made themselves responsible for the sum included F. F. Pardee, W. J. Hanna, John Newton, R. E. LeSueur, T. H. Cook, W. J. Ward, A. E. Taylor, Robert I. Towers, H. F. Holland, J. J. Broderick, R. B. McBurney, W. H. Kenny and R. MacAdams.

To Present Site

In 1913 the club moved further into the country, building a nine-hole course on the land where the present pretentious club house stands. Additional land was secured and nine holes added, the 18-hole layout being opened in 1926. Today the club boasts the only 18-hole course in Lambton County and one of the best in the province.

Fred Hohltzel and Ross Heyes, products of the Sarnia club, have

carried the name of Sarnia far in provincial and international golf play and some of the outstanding golfers of the continent, including Sandy Somerville and Joe Kirkwood, have played over the course.

Doctor Asserts Good Cooking is Needed

Manchester, Eng. — (CP) — Dr. Veitch Clark, medical officer of health for Manchester, faced an audience composed largely of women when he opened a "Food for Health" exhibition and was bold enough to talk about cooking.

He disclaimed any skill as a cook, but said he understood the principles underlying the art. The value of toast, for example, as compared with bread, was that by the application of heat the starch content was in part converted into sugar—a process normally performed by digestion. Toasting, therefore, was really preparing food before it was eaten.

Dr. Clark laid down three principles of dietetics; no diet is good unless it is properly balanced; scientific values should be expressed in terms of the food that can be bought in shops—"talk about calories means nothing to the layman"; cooking should be good.

IT POURED DOGS

London. — (CP) — "I want a little dog," sang Nina Devitt, Australian actress, over the radio, and presently her flat was swamped with canines.

Lawn Bowling Introduced To Sarnia On August 17, 1906

Lawn bowling was born in Sarnia at a meeting held on the evening of August 17, 1906 and has grown steadily since. There have been some years when progress has been halted, others when it actually fell off but the trend has been always ahead.

Complete Greens

Officials have completed renovations and improvements to their new greens on north Front street this year that make them one of the most complete and modern in the province. The former greens on Durand street behind the Lambton county jail, are still in splendid condition and are in use this year again after twelve years of rest.

Original Officers

Men elected to guide the destinies of the newly launched bowling club in 1906 were: Honorary president, F. F. Pardee, M.P.; president, J. M. Diver; vice-president, Dr. A. N. Hayes; secretary, W. A. Thrasher; treasurer, A. D. McLean. The executive consisted of the officers and W. W. McVicar, R. Mackenzie and C. F. Dempsey.

Charter Members

Charter members of the club, since grown to many times its original size, were Dr. Wm. Logie, John Leys, A. A. Almas, Robert Galloway, Chester Belton, Dr. Mc-

Donald, Wm. Nickle, John Newton, W. B. Collins, J. W. Ryder, H. B. Randolph, Frank Mitchell, Col. MacMillan, D. M. Grant, W. J. Costello, E. P. Bucke, Gov. R. G. McArthur, W. H. Price, Robert Reid, C. F. Dempsey, Hugh Boyle, J. D. Broderick, Dr. J. Clement, W. D. Lummis and Malcolm Mackenzie.

Probation System is Flayed by Women J. P.

London. — (CP) — Exploitation of probation officers who do full-time work for as little as \$125 a year, and the employment of officers over 70 and 80 years of age, are among the inefficiencies of the present probation service. So declared Miss Madeleine Symons, J.P., in an address before the Howard League.

"One officer had more than 300 cases to deal with in one year," said Miss Symons.

Many officers were seriously overworked, she said. There were more than 1,000 courts of summary jurisdiction in this country—and almost as many variations in the probation system. After the meeting Miss Symons said to an interviewer: "I am convinced that if we can get the probation mud-die cleared up many people could

be saved from imprisonment and failure."

She regards the organization of the probation service on a wholly public basis as the only solution of the problem.

Miss Symons said that young people were responsible for just more than half of the total arrests (1,842) for shopbreaking, burglary and housebreaking arrests accounted for 104 persons under 17. In two-thirds of the cases, with the exception of bicycle-stealing, two or more young people were jointly arrested.

GIRLS TOO MUCH ALIKE

New York. — (CP) — Dupin de St. Cyr, French naval officer, thinks girls here very nice, but says they all look and dress alike.

PLANES JOIN IN FUNERAL

Havre, France. — (CP) — British and French planes joined in a funeral service, read in the front cockpit of a flying-boat on the water, for Aircraftsman W. Watkin, lost when an R.A.F. bomber fell in the sea.



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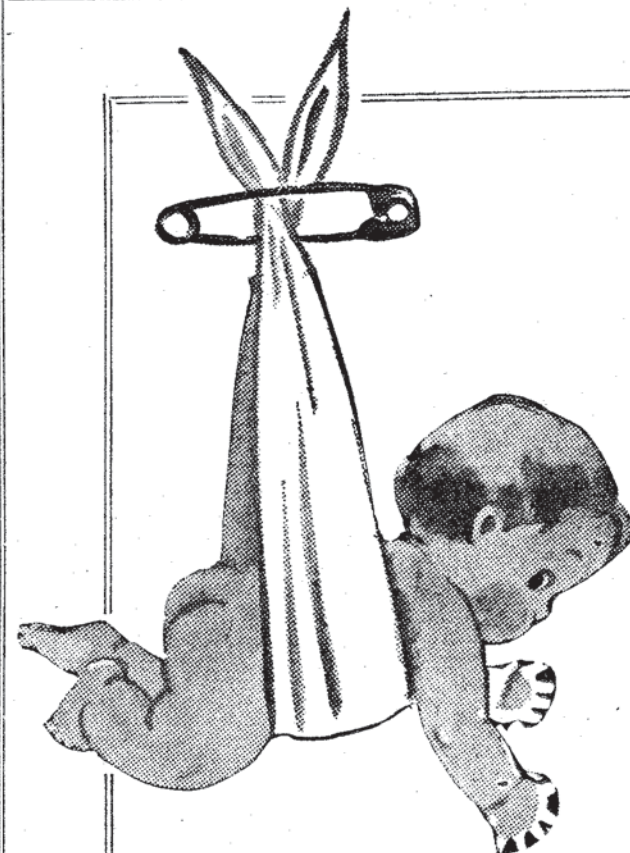
We Wish To Congratulate The City of Sarnia

ON THE ATTAINMENT OF ITS

100th Birthday

The Canadian Tinplate Co. Ltd.

MANUFACTURERS OF TIN PLATE, SARNIA



Just a big bouncing baby but growing every day

Our business has grown since coming to Sarnia, like a healthy baby. Each day, over the years, we have shown a steady growth. This growth has been brought about by giving you a special service in Dry Cleaning, a service which only we, with our years of experience, know how to give. Our modern equipment is such that we are able to care for any type of garment, assuring you of satisfaction in every detail.

This business has grown from the days of an ironing board and a sponge to one which serves hundreds of people daily. We would like at this time to pay tribute to the Old Timers in Sarnia. Some of the organizations have been in business since the early Forties. It must be a source of pride to them, to reminisce on the days when they and the Town grew up together. We feel certain that our business, employing quality workmanship and personalized service, will stand also the test of time.

Jackson
cleaner
and dyer

COMMANDER CROOKE WAS AN EARLY LAKE SHORE SETTLER

Selected Hillsboro As His Location

CLEARED HIS LAND UNDER THE GREATEST OF DIFFICULTIES

OPENED UP NEW SETTLEMENT

In this modern age it is very difficult for people to realize how the early pioneer was able to face and overcome the great difficulties with which he was confronted. But it was courage and perseverance that the present generation knows nothing of. Commencing a new mode of life, in most cases without any experience, was not an easy task for the pioneer. These remarks are made with special reference to the early settlers in this part, especially the county of Lambton.

Lake Shore Pioneers

Many of those who took land on the lake front were retired British military and naval officers, making use of the government grants and what really helped them most in the adventure was their super-annuation money.

The first was Commodore Crooke, who was given a grant of several hundred acres largely for the services he rendered during the war of 1812.

The first thing to be considered after the land grant, was to find a desirable location. In 1839 Commodore Crooke found his way up the St. Clair River, in one of those primitive boats which required a whole day and sometimes more to make the voyage from the town of Detroit to the Indian village called The Rapids, now Sarnia. The Commodore was very favorably impressed with Lake Huron and determined to view the scenery, along its shores. He secured the services of some Indians, and in a birch bark canoe started along the shores. It was not until he reached what is now called Hillsboro that he was attracted by the appearance of the place and the scenery. He made up his mind that would be the spot where he would take up his government land. He certainly selected an ideal place with beautiful view of the lake from its high banks together with fine woodland scenery.

Start Of Building

Having chosen this place for his new home the next thing was to secure the material wherewith to construct it. So he got Indians to take him back to The Rapids, where he hoped to obtain his re-

quirements which was no easy matter as most of the lumber was made from the pine forest immediately above the village, and pit-sawed to correspond. However after overcoming that difficulty the next one was the transportation which was even greater, because the roads were impassable. He had to again depend upon the Indians to raft him up sufficient to build a temporary dwelling. But another difficulty stared him in the face. That was to secure help to put up the building and that was hard to obtain because the settlers were few and very hard to reach, and were not greatly experienced in house-building.

Clearing Land

However the shanty was erected, and now came the task of preparing the land for cultivation. The virgin forest had to be cleared away as the first step. It was immensely difficult to secure the necessary help so he got some Indians to make spasmodic attempts to cut down some of the trees, but they preferred hunting to that kind of work, so he had to obtain the services of some of the white settlers to finish cutting down the trees, and logging up and later burning them when sufficiently dry.

Others Join The Party

After getting the land into a state of cultivation, Thomas Ledlie Crooke began to feel the need of some genial companion, so he wrote home to Ireland for his niece Miss Hill, who came out accompanied by five brothers who made up their minds to try farming, and afterwards they thought they might improve the condition of the people in that part by building a flour mill. So they damned the creek which ran through their land to secure the necessary power to run the mill. It certainly proved a great boon to that part of the country by the conversion of wheat into flour, as there were no flour mills at that time within perhaps 30 or 40 miles.

A Great Entertainer

Straying away from the settlers viewpoint, let us take a personal view of Commodore Crooke, one of those witty and interesting Irishmen who have passed, and have not been replaced. It is recalled that when there was a gathering of

DID YOU EVER RIDE WITH SAM HITCHCOCK IN HIS HOMEMADE CAR?



Six Hundred and Forty-nine! That was the license of Sam Hitchcock's automobile twenty years ago. The number was painted on the radiator, and at that time one renewed his license but kept the same number the following year. Sam built this car from parts here and there and made a real job of it. The radiator and a few other parts he secured in Detroit.

It was an eight passenger car, and served many a picnic party. There are those who will remember going on fishing outings to Kettle Point and other places. Perhaps a storm would come up, and the question put: "Will we stay or start for home?" They would start, and many a drenched party would return only to await another trip.

In 1906 Sam drove his auto to Stratford to an old boys' reunion. The picture illustrates a load ready for a trip through the streets of that city for their first ride. Fifty cents a person was the charge. The man with his coat off sold the tickets, and a rearin' business was done. The following week, when Alvinston celebrated another busy session was Sam's lot. He operated

the car for two years and sold it to a man in Forest for \$100. Many will recall the first car in Sarnia as that belonging to the late Thomas Doherty. He modelled and built it, and was the first man to drive an automobile through the streets of Sarnia. Sam was the second, and so on until today—cars, cars and more cars.

Sarnia Rejected When It Made Its Proposal To Point Edward

The amalgamation of Point Edward with Sarnia was mooted as far back as 1884. In the Point Edward Independent of October 14 of that year appeared the following editorial headed "Independence or Annexation."

"Not to the dominion's destiny, but to Point Edward's future we refer.

"If anything further were needed to show how important it is that the Point should have a voice of its own in the press, it is the manifest advance which the idea of an amalgamation with Sarnia

some day, has made toward discussion.

"The marriage of the two places was publicly recommended by a Sarnia gentleman the other day in our own hall (and in a speech strongly suggestive of the union of a local brother at a wedding breakfast) and now our enterprising contemporary, The Sarnia Sun, has made the brilliant discovery that the two places would make a good match.

Love For Sarnia

"Those car shops! We might have been a long time without knowing how much Sarnia loved us, but for that unfortunate London fire. But isn't this popping the question kind of sudden? As an independent Canadian observer, besides being the youngster's guardian, we may ask is there going to be no courting. It appears to us that Miss P. Edward is strong enough, suffers badly from the growing pains and Mr. McSarnia, although old enough, being fifty if a day, is rather burdened with liabilities and, some say, has a mercenary, grasping disposition—has motives other than love for proposing.

Popycock

"The fact is this union idea is scarcely more than a dream and any attempt at serious discussion of it is the baldest popycock. It would require something more than car shops to unite the places. Mutual sympathy, the first essential to union, is wanting. In feeling, the places are wider apart than Fort Gratiot and the Point and it would be as easy now to make them one. No, the Point will never give her hand where—and so forth. Still there is no reason why there should be a decided tilt, the Point may even go to the length of smiling as it passeth by, but only as a friend, nothing nearer and dearer (several mills on the dollar yet). Offer declined."

Those Were The Happy Days

(By Old Man Sarnia)

The city editor of The Canadian Observer, knowing that I was getting myself all ready to celebrate my hundredth birthday, asked me the other day to write a piece for the paper. He said if I so desired, he would send down a reporter to ask me a lot of questions. That's the trouble, though, these young whipper-snappers don't know what we old fellows had to put up with in the early days when I was struggling to get along and that ambitious neighbor of mine, Point Edward was strutting around like a peacock.

If a reporter were to come to me and start asking a lot of those foolish questions I think I'd be inclined to say, "No, my boy, I've lived a hundred years and except to live many more, so I guess I can write my own stuff."

I was looking back the other day through some of my diaries—in those early days I had the Sarnia Observer and the Sarnia Weekly Canadian looking after my diaries for me—and I picked on The Canadian of May 4, 1887, just to give some sort of an idea of how their grand-dads and grand-mothers behaved in those days.

Among the hotels, in those days, were the Western, Chapman, Farmers', Farmers' Exchange and, in addition to comfortable rooms, warm stables and a careful hostler, the bar served soft drinks and cigars. Tie that one. The young folks didn't have to go to the city clerks for their marriage licenses. There were plenty of issuers and some of them even advertised that they gave quick, courteous service. Many of the banks, real estate

Two Old Pals

I called him John, he called me Jim.
Nigh fifty years that I knowed him,
And he knowed me; and he was square
An' honest all that time, an' fair,
I'd pass him mornings goin' down
Th' road or drivin' into town,
An' we'd look up the same old way,
An' wave a hand an' smile an' say:
"Hello, John."
"Hiya, Jim."

I guess you don't real often see
Such kind of friends as him an' me;
Not much at talkin' big; but say
Th' kind of friends that stick an' stay
Come rich, come poor, come rain, come shine,
Whatever he might have was mine, and
Mine was his'n an' we both knowed it,
When we'd holler on the road:
"Howdy, John."
"Howdy, Jim."

An' when I got froze out one year,
He dropped in on me, with that queer,
Big smile, an' layed two hundred dollars down
An' says: "No intrust, understand,
Er note." An' he took my hand,
An' squeezed it, an' he druv away,
'Cause ther' wa'n't nothin' more to say;
"S'long, John."
"S'long, Jim."

An' when John's boy came courtin' Sue,
John smiled, an'—Well, I smiled some too,
As though things was a-comin' out
As if we'd fixed 'em, just about.
An' when Sue blushed an' told me—why,
I sat and chuckled on the sly;
An' so did John—put out his hand—
No words but these, y'understand?
"Shake, John."
"Shake, Jim."

An' when Sue's mother died, John come
An' set with me, an' he was dumb,
As fur as speech might be concerned;
But in them eyes of his there burned
A light of love and sympathy,
An' friendship you don't often see.
He took my hand in his that day,
An' said—what else was there to say?—
"H'lo, John."
"H'lo, Jim."

Somehow the world ain't the same
Today. Th' trees are all aflame
With autumn, but there's something gone—
Went out of life, I guess, with John.
He nodded that old grizzled head,
On the pillow of his bed,
An' lifted up the helpin' hand,
An' whispered: "Sometime,—understand?"
"Bye, John."
"Bye, Jim."

SARNIA'S 100TH ANNIVERSARY

THE Centennial Celebration of a community is an event of outstanding importance, and is of special significance in a comparatively young country such as Canada.

We therefore offer to the citizens of Sarnia our most sincere congratulations on the completion of 100 years as a progressive and important unit in the growth of our country.

For 35 years The Bank of Toronto has been assisting in this development, and looks forward with confidence to the steady expansion of Sarnia's interests in the future.

THE BANK OF TORONTO

Incorporated 1855

Sarnia Branch - J. W. Simpson, Manager

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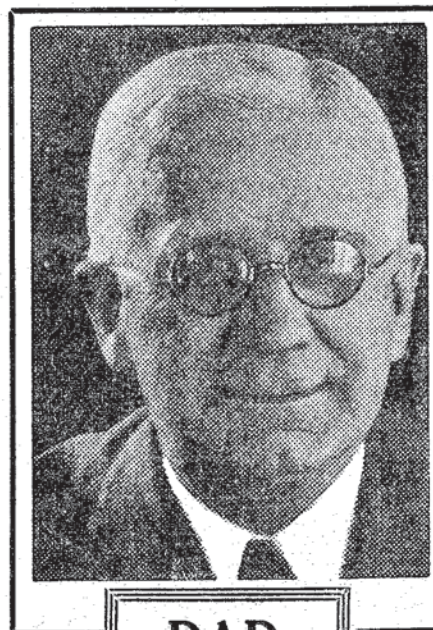
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FINE CHURCHES CARE FOR THE SPIRITUAL LIFE OF SARNIA

Church History Goes Back To The Earliest Days Of the White Man's Settlement Of the District

Sarnia may in truth be called a city of churches, for there are 14 branches of various denominations ministering to the spiritual needs of some 18,000 citizens.

The establishment of the Christian church in Sarnia and its subsequent development by the gradual addition of congregations of various faiths has left an imprint on local history. The story of the struggles of the early missionaries who visited this pioneer district to bring the word of God, the difficulties of the "saddlebag" preachers who visited their congregations on horse-back and the untiring efforts of more recent ministers who developed the churches of today are a vital story in the upbuilding of this municipality.

With the celebration of the city's centenary this year it will be of interest to know that early in July 1832, the Methodist church organized and established the first church of that faith in Sarnia after the Rev. Peter Jones and several other pioneers had spent three years in mission labor here. From then on other denominations established small churches which later grew with the community and today Sarnia may well be proud of its imposing edifices.

ST. ANDREW'S PRESBYTERIAN

It is a significant fact that one of the largest congregations in Sarnia—St. Andrew's Presbyterian church—is nearly as old as the municipality. To be exact this congregation will, in November, observe its ninety-fifth anniversary.

The congregation's history extends back to 1841, when the first Presbyterian church was erected here. It served the small congregation for 27 years, during which time two ministers occupied the pulpit. The present church on Christina street was opened in 1868.

From historical records the first St. Andrew's church came into being in 1841, when the Presbyterians in Sarnia village and township decided to erect an edifice in Port Sarnia in which to worship God "according to the doctrine, discipline and modes of worship of the Church of Scotland." The church site was donated by Mr. and Mrs. Malcolm Cameron, both loyal Presbyterians. From the diary of Commander R. E. Vidal, R.N., it was on August 9, 1841, that the cornerstone of the church was laid and on November 14 of the same year the new building was opened for worship.

Second Building Dedicated

For nearly 27 years the parishioners of St. Andrew's worshipped in this church and it was in October, 1868, that a second church building was officially dedicated. The Rev. Dr. Ormiston of Hamilton conducted the service in the morning and the Rev. A. F. Kemp, of Windsor in the afternoon. The total expenditure on the new church amounted to \$16,740 and this was considered to be an excellent showing for a congregation of about 130 members. On August 5, 1870, an iron fence and gates were erected in front of the property at a cost of \$500 and the present tower clock was installed in January, 1877. It is also of interest to note that the first organ was installed in September, 1883 and the present instrument was bought in April, 1909.

First of the six ministers to occupy the pulpit of St. Andrew's, was Rev. William MacAllister, an ordained minister of the Church of Scotland, who came to the city in 1801. An interesting feature of the church is that the Bible originally used by Rev. Mr. MacAllister, is still in use in the pulpit.

Next incumbent of the pulpit was the Rev. David Walker, whose incumbency covered a period of nine years. It was during the ministry of the third minister, Rev. John Thompson, that the

present church was built. Rev. Mr. Thompson occupied the pulpit for the longest period of the church's history. From 1866 until 1903, he labored in the city and became one of the best liked and most popular members of the cloth in Sarnia.

Late Dr. Paterson

Succeeding Rev. Mr. Thompson was the Rev. James Scott, who served for less than two years, when he died. There followed a short period of vacancy, until Rev. James Johnston Paterson, D.D., came to the charge in April, 1906. He occupied St. Andrew's pulpit until his death in March, 1928. Dr. Paterson's incumbency was the second longest in the history of the church, being 22 years and a few months. No more greatly beloved minister ever ministered to a congregation than the late Dr. Paterson.

Another vacancy remained for a few months, when Rev. B. Simpson Black was asked to take over the ministry, which he did in January, 1929, remaining until August of last year. The ministry is now in charge of the Rev. J. M. Macgillivray, who came to Sarnia from Vancouver.

ST. GEORGE'S ANGLICAN

The history of St. George's Anglican church dates back to 1847, when the late Commander Richard Emeric Vidal, of the Royal Navy, inaugurated Episcopal services in his home and subsequently sponsored a church building which was erected on London Road. It was a small brick building built by the late Alexander Mackenzie, who later became the premier of Canada. After its completion it was presented by Commander Vidal to the parish which was known as St. George's.

Conducted Services Himself

Not having a regular minister, the services were conducted by the commander, assisted occasionally by the Rev. G. J. R. Salter, the rector of Moore parish, or his curate, the Rev. A. Williams. These conditions continued until 1855, when Mr. Salter was inducted rector at a salary of six hundred dollars a year. Mr. Salter continued here with much success for 14 years, until failing health compelled him to resign. The Rev. W. B. Evans took temporary charge for the balance of 1869, when the Rev. D. Wilson was appointed. Ill-health, however, caused his death a year later. In April, 1870, the Rev. T. S. Ellerby was appointed incumbent and he remained with the parish for 12 continuous years.

Late Canon Davis

The Rev. Thos. R. Davis, who was then in charge of St. Jude's church, Brantford, was given the next call and took charge in April, 1882. The church was found to be inadequate for the ever-increasing congregation and on looking around for a satisfactory site it was decided to build on what was then known as the Farr property on the corner of Vidal and Charlotte streets.

Facing the difficulties of the erection of a much larger edifice than the original church on London Road, with courage and resourcefulness and backed by the staunch goodwill of his congregation, Rev. T. R. Davis saw the erection of the present church and parish hall adjoining on Vidal street, completed in 1884, and lived to see the clearance of all debts which remained on the buildings after their erection. Canon Davis was an active and untiring worker in Sunday school and church and a constant visitor in the homes of his congregation. Blessed with a sturdy physique, he remained with St. George's until May, 1922, when he resigned after forty years of continuous service.

Late Canon Collins

The late Rev. Canon D. Walter Collins of Windsor, was formally inducted as rector of St. George's church on Friday, Sept. 8, 1922, by Archdeacon Doherty, B.A., of London. Canon Collins continued in service until ill-health forced him to relinquish his duties several years ago. He died in January of this year. When Canon Collins was superannuated his parish was taken over by the Rev. F. G. Hardy, who came to Sarnia from Aylmer, on August 1, 1931.

CENTRAL UNITED

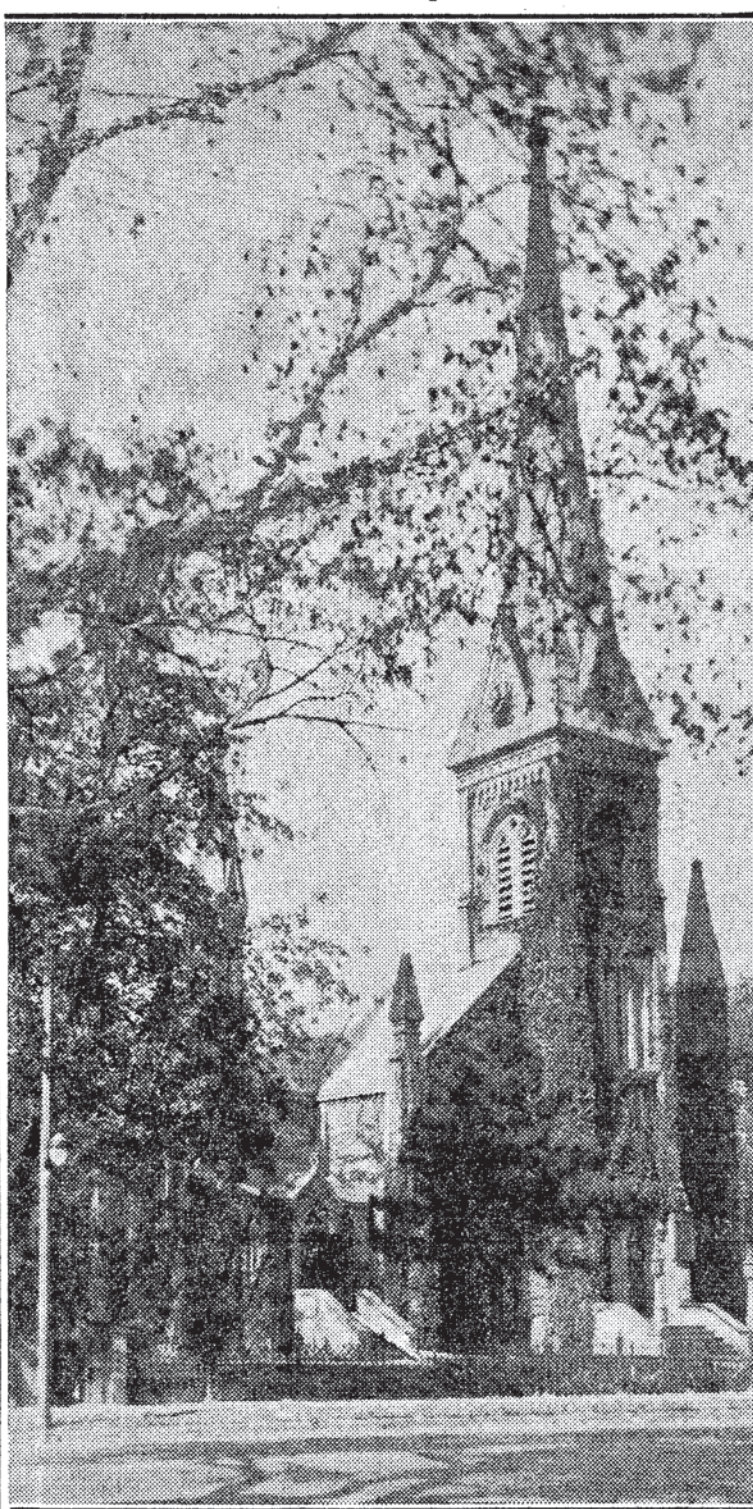
Another of the larger congregations in Sarnia is that of Central United church (formerly Central Methodist), the outcome of a missionary movement which began in August, 1829, when a missionary company of nine persons in two birch bark canoes paddled out of Lake Huron into the St. Clair River and landed at the Indian encampment near the foot of what is now Devine street. This fall the church will observe its one hundred and fourth anniversary.

According to early records the Rev. Peter Jones was in charge of the visiting group and for three years, at regular intervals, he and other ministers of the Methodist church visited and preached to the Indians. In 1832 the Rev. Thomas Turner was sent out by the British Wesleyan Methodist Missionary Society. Sir John Colborne, acting governor of Upper Canada, had requested of the parent Wesleyan body in England that a Methodist missionary be sent and under his personal direction, a mission school and a residence for the missionary were erected. This building was later followed by a chapel which was opened for worship in 1837. As time went on a larger church became imperatively necessary and a lot was chosen on the east side of Vidal street, midway between Gorge and Lochiel streets. The corner-stone was laid on July 6, 1844 and the church was opened for worship on March 3, 1865. This building was used until 1882, by which time it was too small to accommodate the rapidly increasing congregation. It was consequently sold and plans were made for a new edifice.

The Present Church

The present church was commenced in 1882 and dedicated on

St. Andrew's Presbyterian Church



St. Andrew's Presbyterian church on North Christina street is one of the most imposing in the city. The congregation's history dates back to 1841. The present church was opened in 1868.

November 11, 1883. The cost of the new church was slightly more than \$25,000. Since then Turner Hall has been added and a few years ago a modern organ installed.

The Rev. John J. Coulter, D.D., of Toronto, assumed the pastorate of Central church a year ago, succeeding the Rev. G. A. Sisco, who took Mr. Coulter's charge at Toronto.

The congregation is a vigorous and progressive one and is the parent of Devine street and Parker street United congregations.

OUR LADY OF MERCY

ST. JOSEPH'S R.C. CHURCH

The history of organized Roman Catholic activities in Sarnia coincides with the one hundred years of municipal life. Apart from the early Jesuit missionaries, who visited this territory in the days of the French explorers, and afterwards to minister to the Indians, the first known priest to visit the Port of Sarnia was one from Sandwich, in 1836. Since then two modern churches have been built. Our Lady of Mercy church was dedicated on February 1, 1880, and St. Joseph's church on April 14, 1929. The late Rt. Rev. Monsignor Aylward was undoubtedly the better known by the present generation of the pastors of the former church having been rector there for approximately 20 years. He was succeeded by Rev. L. P. Lowry, the present pastor.

St. Joseph's History

The history of the present St. Joseph's church is linked with the administration of its pastor, Rev. T. J. McCarthy, through whose efforts it was built. He was appointed in charge of the parish on July 1, 1923, when the congregation was worshipping in the original St. Joseph's church, at Vidal and Confederation streets. The new church was built at a cost of \$80,000. Prior to the appointment of Rev. Father McCarthy the church was a mission attended to by the priests of Our Lady of Mercy church.

Rev. L. J. Fluet, curate at Sandwich, visited the Port of Sarnia about 1836 and was followed by Rev. Father Ternet, who was stationed at St. Peter's of Raleigh, on the Thames River. The latter continued to make periodical visits, but it was Father Duranquet, a Jesuit missionary, who is credited with having built the first chapel, about 1840.

Rev. Father Montcoq, a young French missionary, who attended Sarnia and the surrounding territory from 1854 to 1856, was drowned while returning from a sick call to Algonac. He was succeeded by the first resident pastor of Sarnia, Rev. Father Kerwan, who came from London. He built a frame church and used the old chapel as a residence.

Rev. Father Kilroy

In 1864 Rev. Father Kilroy was appointed parish priest and he built the first separate school. He later secured four acres and erected a convent in which a community of nuns from Montreal inaugurated a school for girls. Other priests who had charge of the parish were Rev. Fathers Beausano, Boubat and Bayard. The latter was appointed in 1877 and during 20 years in which he was admin-

cured the ground for the Roman Catholic cemetery.

In 1897 Father Bayard was transferred to Windsor and was succeeded by Rev. Father Kennedy who, during a pastorate of seventeen and a half years, built the convent for the Sisters of St. Joseph. When in July 1914 Father Kennedy was transferred to London the late Bishop Fallon appointed Monsignor Aylward to succeed him. He began his administration on August 2, the day the Great War was declared, and continued in charge until his death in October, 1933.

Church Building Purchased

He was responsible for the erection of St. Joseph's school in 1917, the parish having been established in 1904. At that time a former Presbyterian church at Vidal and Confederation streets was purchased. The present St. Joseph's church was built on lots donated in 1893 by the late John Wilkinson. Others were bought for the erection of the school and the priest's house on Stuart street.

Both of the present pastors saw overseas service. Rev. Father McCarthy was chaplain of the Princess Pats from 1915 to the end of the war. He was decorated by King George V with the Military Cross for gallantry in the battle of Passchendaele and retired with the rank of major. Rev. Father Lowry went overseas in 1916 and was with the Canadian Mounted Rifles. He was wounded at Passchendaele and after being invalided to England was appointed senior chaplain of Bramshott camp.

Between the death of Monsignor Aylward and the appointment of Father Lowry in June 1934, Our Lady of Mercy parish was in charge of Rev. Father Fogarty, who was assistant to the late monsignor for some time.

CENTRAL BAPTIST

With 64 years of active service in ministering to the needs of the Baptists in this community, Central Baptist church stands today one of the older churches in Sarnia.

The organization of this church took place early in the spring of 1872. An earlier effort to set up a Baptist congregation here did not meet with complete success, although a small building was erected and meetings were held, somewhat irregularly, from 1849 to 1863. After some years of inactivity effort was renewed and it was soon evident that a new era had dawned.

The first church was a small frame building. As the congregation grew, the structure was no longer suitable and a neat brick chapel was built. Many members of the present congregation will remember with gratitude the devoted services of the early ministers, James Samis, T. S. Johnston and later Father Bayard also se-

Laurin, who, while shepherding their own flock, gave much of their thought to the moral and social needs of the community. True to the genius of the denomination, this church has always been strongly evangelical, the pastors of T. S. Johnston and H. C. Spell-er being specially marked by large gatherings.

On March 31 of this year the Rev. R. R. McKay, B.A., D.D., terminated his pastorate at Central Baptist church after 20 exceptionally successful years. Dr. McKay assumed the pastorate on April 11, 1936. During the years he ministered to this congregation Dr. McKay enjoyed the love and support of an ever-increasing congregation and was held in high esteem in the city.

ST. PAUL'S UNITED

In October this year St. Paul's United church will observe its forty-sixth anniversary. Originally the Albert Street church it was fostered by St. Andrew's Presbyterian church but at the time of church union it entered the United Church of Canada.

At the annual meeting of St. Andrew's church on January 21, 1889 a committee was formed to consider and arrange for the purchase of property and the erection of a building suitable for Sunday school and worship services in the

south end of the town. This committee was composed of J. Symington, James King, T. Houston, J. S. Douglas, Charles Mackenzie and T. F. Towers. About this time cottage meetings were being held. On January 19, 1890 a Sabbath school was inaugurated in the school and the superintendent was W. A. McLean. During this year the committee purchased a lot and erected a building. On November 9, 1890 the first church was opened for public worship. The first services were conducted by the Rev. A. Gandier, of Brant-

Regular Services

From then on, services were held on Sunday mornings under the direction of the elders until May 1891, when the Rev. M. Strachan, Rev. Mr. Edgar and the Rev. M. Nicol were in charge at various periods.

In January 1893 the mission which had been under the direction of St. Andrew's, was organized as a church and it became known as Albert Street Presbyterian church. Shortly after, the first communion was held and 56 members were received by certificate from St. Andrew's, eleven by certificate from other churches and eight on profession of faith.

(Continued on Page Nine)

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Sarnia Has A Splendid Record

The City of Sarnia has reached the centenary of its founding, and is commemorating its centennial. We, as citizens, should be grateful for the progress made, and the prominence it has attained. Its industries, churches and schools, mercantile life, active clubs and organizations, public-spirited citizenship, beautiful parks, attractive tourist and summer locations, sport prominence, and many other features make Sarnia an ideal city in which to live. To those who control Sarnia's destinies and contribute so generously of their time and energy we extend our congratulations and best wishes. But let us not be unmindful of the services so unstintingly given by those who have gone to their reward.

CANADIAN PRINTING COMPANY

W. J. BATTEN, Manager

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SARNIA

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St. Joseph's Roman Catholic Church



St. Joseph's Roman Catholic church is not the Mother church of the faith in the city, but is really an offshoot of Our Lady of Mercy church at Christina street and London Road, one of the four larger churches of the city. St. Joseph's takes in the southern and eastern sections of the city. Our Lady of Mercy church was dedicated in 1880 and St. Joseph's in 1929.

EARLY DAY MISSIONARIES LAID THE FOUNDATIONS FOR TODAY

Church History

(Continued from Page 8.)

Mr. Nicol directed the service and 75 communicants attended. The first pastor was the Rev. F. C. Nicol who accepted a call in March 1893. After five years of successful services he resigned and in March 1898, the present minister, the Rev. John R. Hall, D.D., began his pastorate. The present church was erected in 1903 and the name changed to that of St. Paul's. The Sunday school was enlarged in 1916 and in 1922 the Memorial hall was built. Dr. Hall still continues his pastorate in this church.

ST. JOHN'S ANGLICAN

The history of St. John's Anglican parish goes back to February 28, 1892 when the first service was held in the small building on Devine street, known as St. George's Mission chapel. The service started at 3.30 o'clock and was conducted by the late Rev. Canon Evans Davis, then rector of St. James church, London, and later Dean of Huron. In August 1894 Mr. V. M. Durnford, then a student at Huron college, took charge of the services and on June 10, 1895 the first vestry meeting was held. At this meeting it was decided to remain under the supervision of the rector of St. George's church and to retain the services of Mr. Durnford, who had meanwhile been ordained.

Church Enlarged

In May, 1898, application was made to the executive committee of the Diocese of Huron to have the parish separated from St. George's, and to be known as St. John's, South Sarnia. This application was granted, and the Rev. V. M. Durnford then became the first rector. In 1899 the church was enlarged. Excellent progress was made during Mr. Durnford's faithful and devoted ministry, but the strain of the work telling on him, he was compelled to seek a less strenuous field of labor, and in 1906 he was transferred to another parish.

Rev. E. T. Evans then became rector, and during his incumbency the present church was built, the first service being held on the 8th of December, 1903. Rev. T. G. A. Wright, M.A., followed Mr. Evans, and ministered most faithfully to the congregation until his appointment to a professorship in Huron College in 1911.

Late Rev. F. G. Newton

The Rev. F. G. Newton became rector in 1912 and remained until his death in 1925. The Rev. Denny Bright succeeded Mr. Newton in January 1926 and remained until September 1929. The present rector is the Rev. E. W. McKegney.

M.A., T.C.D. who assumed the rectorship of the parish in October 1929. The rectory was purchased on his arrival.

PARKER STREET UNITED

One of the newer churches in Sarnia is Parker Street United church, a progressive little congregation serving the north ward. The church is located at the corner of Parker and Nelson streets. For many years this church was conducted as a mission and Sunday school under the supervision of Central United church. In fact Parker Street church is the outgrowth of the efforts of the then Central Methodist church to establish a centre in the north part of the city for members of that faith.

About 25 years ago the property was ceded by Central church to the newly-organized mission and the building was enlarged and remodelled and the Rev. Arthur Sinclair, a popular young Sarnia man, became the first pastor at the request of the congregation. He was succeeded three years later by the Rev. C. P. Clarke, who ministered to the growing congregation for five years during which the parsonage was built. He was followed in 1921 by the Rev. R. H. Barnby who was succeeded in 1925 by the Rev. E. W. Jewitt.

In 1873 when the Sunday school was opened, a dwelling house was used, then later the building which is now the recreation hall, was the only church in that part of the city for several years. Finally the new church took form and it was opened and dedicated in March 1928.

Mr. Jewitt was succeeded by the Rev. Gordon C. Raymer who was followed a year ago by the present pastor, the Rev. J. Nelson Gould.

CANON DAVIS MEMORIAL

Another of the younger churches in Sarnia is Canon Davis Memorial church at the corner of Maxwell and Russell streets, which grew out of a Sunday school started in 1925. The church bears the name of Thomas R. Davis, for many years a beloved rector of St. George's.

This parish grew out of efforts of Circle Number Two of the Ladies' Guild of St. George's Anglican church. This organization inaugurated a Sunday school for members of the Anglican church in the north ward of the city. When the plan was first started Sunday school was held in various homes and later in the old Anglican church building which was brought to Sarnia from Oil Springs. This building still serves as the parish hall.

With the school in its new quarters, Sunday services were held, directed by student ministers from Huron College under the guidance of the late Canon D. W. Collins. On January 1, 1930 Canon Davis ship the congregation is growing.



Central United Church

Here is Central United, parent church of Methodism in the city and now largest of the four United churches. The congregation dates back to 1829 and the present church on George street was erected in 1883 at a cost of \$25,000. Since then Turner Hall, in memory of the Rev. Thomas Turner who came here in 1832, was added.

Mission was made an independent church and the Rev. R. Charles Brown was appointed the first incumbent. Mr. Brown is the present rector and under able leadership the congregation is growing.

New Church Erected
A year after the mission became a recognized church the construction of a church building was undertaken and on January 4, 1931 a fine new church was opened for public worship.

In 1931 Mr. Brown temporarily severed his association with Canon Davis church and went to the West. While there he was in the Diocese of Calgary under Bishop Sherman. He returned to Sarnia and resumed his former pastorate on Sunday, November 4, 1934 and is still laboring here. Mr. Brown is popular in his parish and is well known. He was born in Sarnia and received his early education here. During his absence the Rev. H. R. Perkins was in charge. For several months during the winter of 1931 the Rev. William Lowe, of London, conducted services at Canon Davis church.

PATERSON MEMORIAL

One of the youngest congregations in Sarnia is Paterson Memorial church, at the corner of Wellington and Russell streets, which is an outgrowth of efforts of members of St. Andrew's church to establish a Presbyterian church in the eastern part of Sarnia. The first pastor of the young Presbyterian congregation is the Rev. James Milroy, B.A., of Niagara Falls, who was inducted in May. Mr. Milroy also serves Knox church, Camlachie.

Following a survey of Presbyterian families in the southeastern part of the city by the session of St. Andrew's church, property on Russell street was acquired in 1924 and this was the first step towards establishing a congregation. In March of the same year a Sunday school was inaugurated in Johnston Memorial school under the direction of A. D. McMurtree, who still retains that position.

Public Service Opened

After the Sunday school was firmly established the suggestion of a public service was carried through and on October 11, 1931 worship services were inaugurated under the guidance of the Rev. E. Simpson Black, then pastor of St. Andrew's church. In the following year the Sarnia presbytery recognized the congregation as a mission church and later in the year arrangements were made with Knox church, Camlachie, for one minister to administer both charges. Last year the two churches were officially combined as one charge by the presbytery. From 1932 to 1934 the young congregation grew and it was agreed to build a church on the property acquired in 1921. On August 27, 1934 Mrs. J. J. Paterson turned the first sod. On September 29 the Rev. R. J. Hay, of Petrolia laid the cornerstone. The building was completed by the end of the year and in January of last year it was formally dedicated by representatives of the presbytery.

DEVINE STREET UNITED
Devine Street United church was started as a Methodist mission on the corner of Devine and Queen streets about the year 1892 under the pastorate of the Rev. D. E. Martin. The congregation worshipped in a frame building for ten or more years and in 1900 plans were completed for the erection of a church. A site was secured at the corner of Devine and John streets and on August 25, 1900 the cornerstone was laid. The pastor of the new church was the Rev. Dr. Medd. The new building was dedicated on March 3, 1901. In 1913 fire destroyed a portion

of the building during the pastorate of the late Rev. W. J. Ashton and he was instrumental in the rebuilding and in encouraging the congregation to carry on its work. At this time the new Sunday school addition was built and the rebuilding of the destroyed church cost about \$23,000. In 1923 a new organ and a steam heating system were installed and other improvements made which in all amounted to \$13,000.

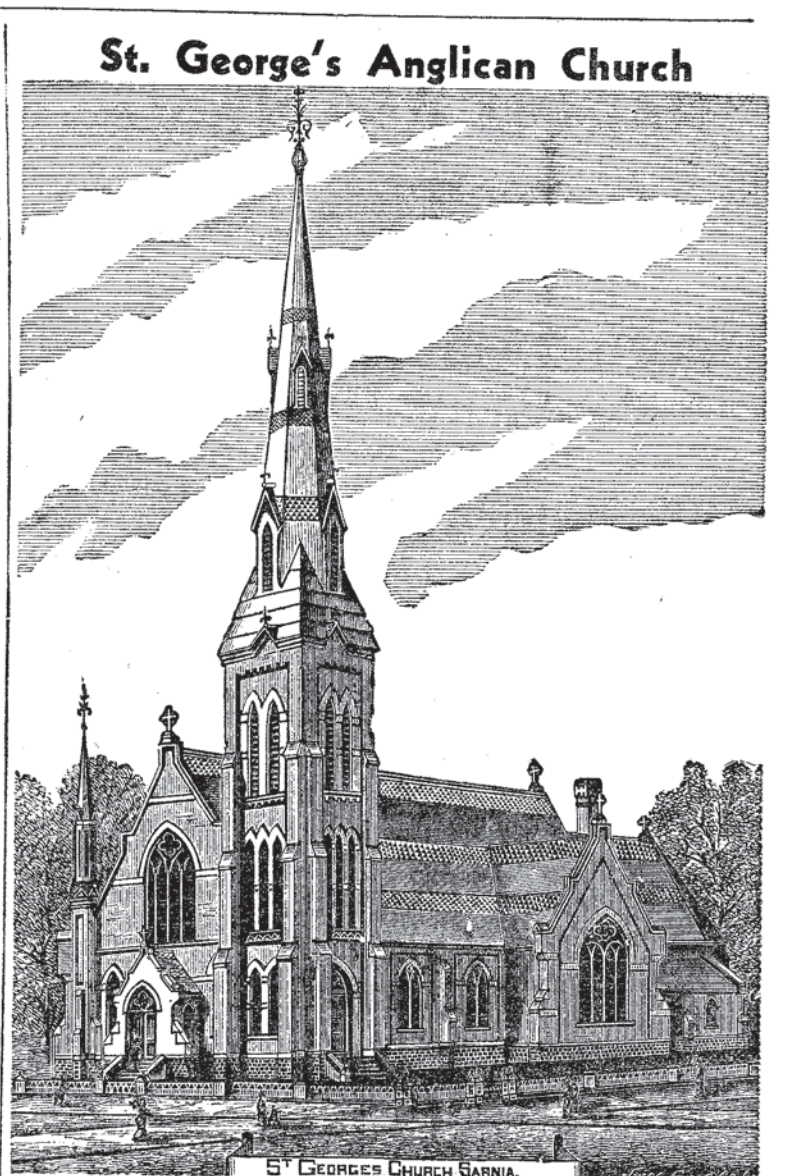
Among the ministers who have served Devine Street church are the following: Rev. D. E. Martin, Rev. Willoughby, Rev. Dr. Medd, Rev. G. N. Hazen, Rev. J. W. Baird, Rev. J. E. Holmes, Rev. W. J. Ashton, Rev. R. W. Knowles, D.D., Rev. C. E. Cragg, Rev. J. K. Curtis and the present pastor, the Rev. Waldemar Williams. Mr. Williams assumed the pastorate of this church in July 1931.

The congregation has had a continuous history of nearly fifty years and, from a small beginning, has grown to a membership of 800 associates. The Sunday school has an enrolment of more than 600 individuals and an average attendance of 500.

FIRST CHURCH OF CHRIST SCIENTIST

The organization of First Church of Christ Scientist goes back to September 19, 1916 when students of Christian Science met to consider the advisability of inaugurating a Christian Science Society in this city. Through the efforts of a committee, a room was secured in the Imperial building and, later in September, the local church was formed, and affiliated with the mother church, the First Church of Christ Scientist at Boston. First and second readers, a clerk, treasurer and a board of six directors were appointed. Services on Sunday mornings and Wednesday evenings were held here for three years and during this period a Sunday school was organized and a reading room opened.

In the fall of 1919 the Christian Science Society became the First Church of Christ Scientist, Sarnia. In August 1919 the property known as the Fleming property at the corner of Vidal and Charlotte streets was purchased from Mrs. J. H. Archbold and meetings were held here. During the summer of 1920 this building was remodelled and the two upper stories were made into an auditorium where services are now held. The Sunday school meets on the main floor and a reading room is also maintained which is open each afternoon from three to five o'clock.



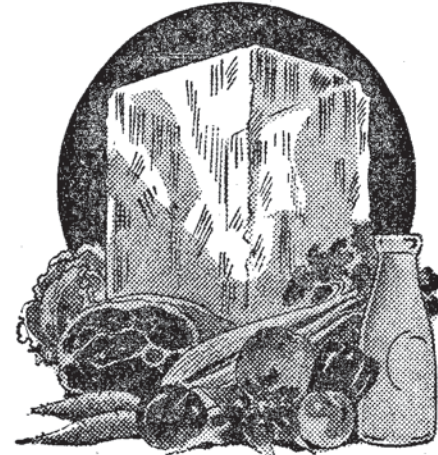
St. George's Anglican Church

The history of St. George's Anglican church goes back to 1847, when the first edifice was built by Commander Richard Emeric Vidal, on London Road. The present church here shown stands on North Vidal street and was completed in 1884.

OVERCROWDING AN OFFENCE
London—(CP) — Overcrowding will be an offence after Jan. 1 next, under the new Housing Act, in all areas where the number of overcrowded families is less than 100.

UNEARTH GOLD CONTRACT
Johannesburg—(CP) — The 50-year-old mystery of discovery of the Witwatersrand gold fields, ended when an old contract turned up here.

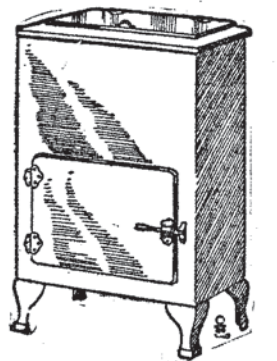
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London — (CP) — Airways reports indicate many women fly to Paris in the morning to shop and return in the evening.



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Neil Jeffrey

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Manufactured in every size and style to cover the hauling needs of a nation.

When You Think of Trucks, Think of "INTERNATIONALS"

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FRONT ST.

Thousands Find Pleasure

With approximately 83 miles of waterfront along the St. Clair River and Lake Huron, Sarnia has a distinct advantage over inland cities in its attractive over inland has been truthfully said that nowhere in Canada can be found summer resorts surpassing those adjacent to this city.

There are five large beach resorts near the city and they are the mecca for many hundreds of Canadians and Americans who find them ideal places for summer vacation. Sarnia is the business centre for the resort area and the tourist business resulting from the proximity of the beaches is said to involve a considerable sum annually.

Lake Huron Park

One of the oldest resorts is Lake Huron park, which was quite popular a few years ago until the destruction by fire of the dance pavilion and the Lake Huron hotel. The latter was destroyed by fire last fall. In recent years the popularity of the park has waned until today it is inhabited mostly by owners of summer cottages. Woodrow Beach is another of the older resorts and the home of many visitors in the summer.

Several years ago the city, in conjunction with Mrs. W. J. Hanna, purchased a parcel of land near Point Edward, which was turned into a civic playground under the supervision of the Sarnia Board of Parks Management. Canatara park has an extensive beach, patrolled by lifeguards, four softball diamonds, modern clubhouse, tuck shop and tables and benches for picnickers. The park is an ideal spot for lovers of grounds and large shade trees. Here visitors have an excellent view of the marine traffic and can see freighters pass up and down the lake.

Along the Lake Shore
About 10 miles northeast of Sar-

nia are Bright's and Crinnian's groves, two popular resorts which have been built up considerably in recent years. Many fine cottages, stores and dance halls make the groves a desirable spot where hundreds of people from inland centres refresh themselves in the cooling waters of Lake Huron. Near here is the Lakeview golf course, where many summer residents, find diversion and pleasure. Throughout the summer, large crowds attend the nightly dances and hundreds of people spend weekends here.

Along the lake shore from Sarnia to Crinnian's Grove there are many summer homes owned not only by Sarnians but people from other parts of Ontario and the United States.

The St. Clair River and Lake Huron are part of the Great Lakes waterway. The river is about 30 miles long, extending from the southern end of Lake Huron at Sarnia to Lake St. Clair. The current is said to vary from four to seven miles an hour.

Lake Huron is said to be nearly 23 times as large in area as Lambton county and it is 205 miles long and 105 miles wide. It is 581 feet above sea level and the depth varies to 70 feet.

EXTEND AIR LINES

Canberra, Australia—(CP)—The Australian government has before it proposals for the development of Australian air services. These include the linking of Australia with New Zealand and the United States and extension of existing air mail service.

JEAN BATTEN HONORED

Paris—(CP)— Jean Batten, famous aviatrix, was awarded the Legion of Honor for her South Atlantic flight on her return here from Morocco.

A black and white photograph of a harbor scene. In the foreground, several small boats are docked at a wooden pier. The boat closest to the camera has "SYC" and "1913" written on its side. In the background, a large building with "SYC" on its roof stands prominently. Other boats and masts are visible in the distance.

Organized in 1930 by Thomas J. McCann and incorporated in 1932, the Sarnia Yacht club is a popular point of call for many yachts that ply the Great Lakes. Provided with one of the most completely sheltered water playgrounds, the yacht club is the venue for all types of boats and each year an increasingly large number of pleasure boats visit it. The picture shows the 300 foot dock capable of mooring 40 boats. Continued improvements are being made in docking facilities and in a few years it is estimated that the Sarnia Yacht club will have one of the best sheltered harbors on the lakes. The activities of the club are supervised by S. Fayne, commodore. Mr. Fayne was also year-commodore last year. Among the life members of the club are Hubert Scott-Paine, British speed boat racer and Captain Angus Walters, skipper of the Bluenose.

Continued from Page 15 1st Section

great expansion program including the erection of a strip mill in Great Britain. Sir William J. Firth chairman of the English concern, is president of the Canadian plant. Harold John is manager of the Canadian plant.

Big Production

The injury is of importance, not only to Sarnia, but to the British Empire as a whole. The fact that Sarnia produces 10,000 tons of tin plate annually and in every constituent used in the process comes from the same source is the Empire. The black plate is imported from the factory of the parent company in Wales, the tin comes from the Federated Malay States, the palm oil comes from British West Africa and the rest of the material is bought in Canada, at Sarnia as far as possible. The finished product is marketed solely in Canada and is used chiefly in the manufacture of tin cans. The company ships principally by rail and sometimes by truck. The process of manufacturing tin

A black and white photograph of a crowded beach scene. In the foreground, several people are standing on the sand, looking towards the water. A line of people is wading in the shallow surf. In the background, more people are visible on the beach and near some trees on the right side.

The machine then polishes the sheets which are inspected and graded before shipping.

PLAYHOUSE FOR CHILDREN

London — (CP) — A weekend house for joy of London boys and girls has been opened, the gift of a mother in memory of her child.

A 92-year-old document, fairly well preserved and probably one of few remaining relics of the early history of Port Sarnia is a notice dated November 22, 1844, announcing the formation of a business partnership between M. Cameron, of Port Sarnia and James Flintoft, of Perth. The paper is a valued possession of Miss Frances Flintoft, North Christina street.

Printed on heavy white paper with a style of type which has long since been discarded, the notice also announces details of the partnership and advertises some of the products and the arrangement of credit given to customers.

Under a bold type heading, "Notice," at the top of the bill there is the following statement: "M. Cameron, having made an arrangement with Mr. James Fintoft, of Perth (name and address in black type) to enter into partnership in all his business at Port Sarria, it is necessary that all his outstanding debts be fully settled up. The books will be continued in the Store and credits extended as usual to facilitate settlements and accommodate the settlers and all claims due up to next day when the books will be closed and all accounts then unsettled handed to agent. Dated at Port Sarria, November 22, 1844."

Then follows an advertisement of the new partnership in which it is stated that, Cameron and Flintoft "have received 700 barrels of salt, 80 chests of tea, 30 kegs and boxes of tobacco, 400 pieces of print, 500 pieces of cotton, 2000 pounds of coffee together with a stock of broad and narrow cloth, black and white cotton, yarn, wool and batting and every description of dry goods usually found in the Canaana trade, also groceries, hardware and crockery, tinware, glassware, and iron, and potash kettles and coolers."

The advertisement also announces that the stock "is the largest ever brought into the Western District and was bought by Mr. Cameron in Montreal and New York on the most favorable terms." The goods were brought to Canaana by Mr. Cameron, his own vessel and "will be sold on terms to defy successful competition."

The notice concludes with the statement that the "subscriber give credit, or take payment for goods in cash, pot and pearl ashes, wheat, staves, oats, corn, furs

(By Frances M. Flintoft)

Behind a row of red brick stores on Front street is probably one of the oldest and most interesting landmarks in Sarnia, telling mill. It was a red letter day in the village when the mills were opened and one of the most flourishing business concerns in the West was the result.

Lumber was brought from the county and from land leased by the firm of Cameron and Flintoft, as there was no duty on lumber at that time. The sturdy Judge Beau Devonport brought over a lot of lumber from the Black River and across the St. Clair, to be made at the sawmill into timber, some of which was shipped to England through Montreal or Quebec firms. James Flintoft brought with him from such a small number of men, and the country formed during the

Brought from Chatham

The boiler was brought by James Flintoft in winter from Chatham, on sled by dog team via Lake St. Clair and the St. Clair River. Mr. Flintoft was a member of the Sarnia at the time, related how the day it was expected a lookout was placed on the docks and when the black speck appeared round the curve coming up the middle of the river on the ice, the word was given and the crowd of men flocked to the dock to welcome the new boiler.

Stones Can Be Seen

Supporting an inclined walk south of the old boiler house can be seen some of the huge, flat, full sense of his meritorious and valuable services on the occasion of the extensive fire in that village in 1850."

Company Officers

Mr. Thomas, father of Frank Thomas, was accountant and Mr. Skilbeck, of Lambton Loan fame, was treasurer of the company. Both Malcolm Cameron and James Flintoft were on the original board of the Lambton Loan, the latter

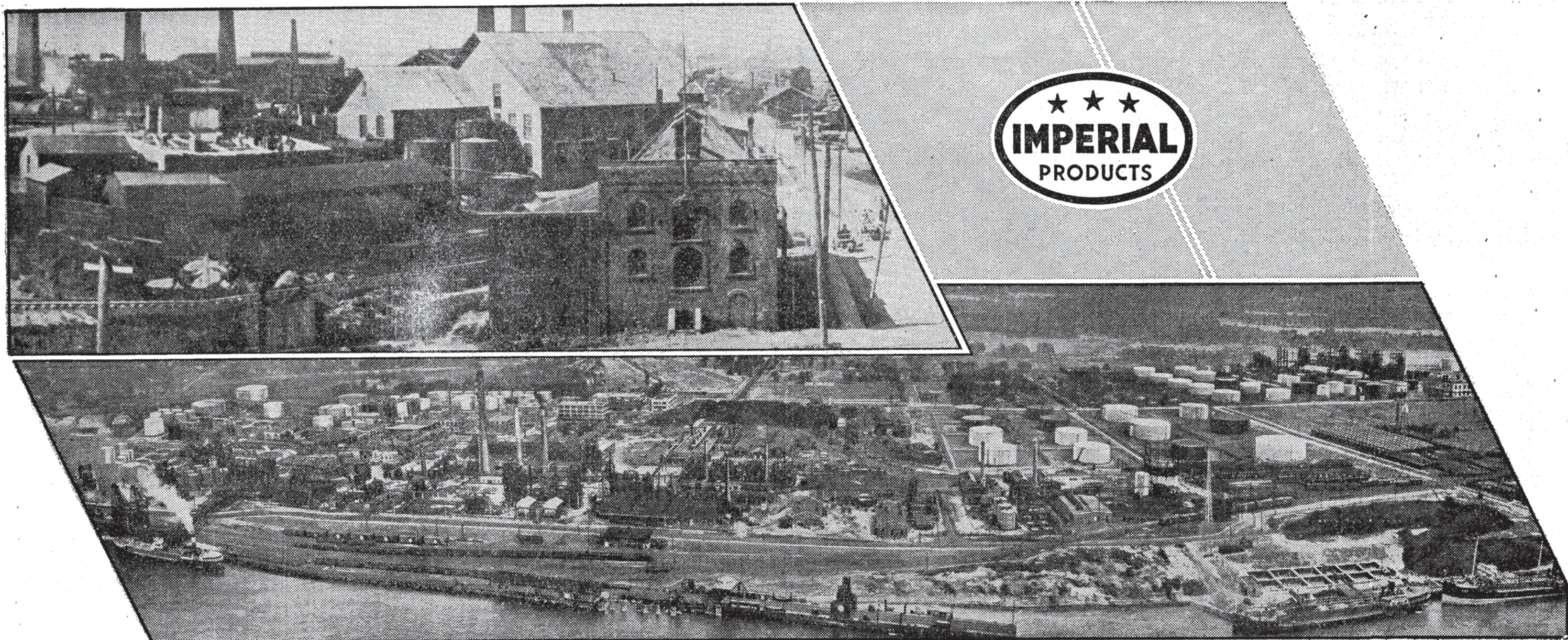
Under the cement platform west of the old boiler house and in front of the present mill, says Mr. Bennett, "many more of the huge grinding stones, for this is the site of the old flour mill which

ad a runway to Front street

Wheat was brought from all over the county to be ground at the

UNIQUE LODGE EVENT

beeswax, sheep skins, hay seed, clover seed, cranberries, elk horns, pork, flour and, in short, everything which they can sell again."



THE SAME FOUNDATION...

There is little resemblance between the Sarnia refinery of Imperial Oil Limited 40 years ago and the refinery of today—Canada's largest and most complete refining plant, making over 700 products of petroleum. But the foundation which rendered this growth possible is still the same—a community of interest between Company and employee that has made for loyalty, efficiency and leadership.

IMPERIAL OIL LIMITED

SARNIA'S 1934 COLLEGIATE FOOTBALL CHAMPIONSHIP TEAM

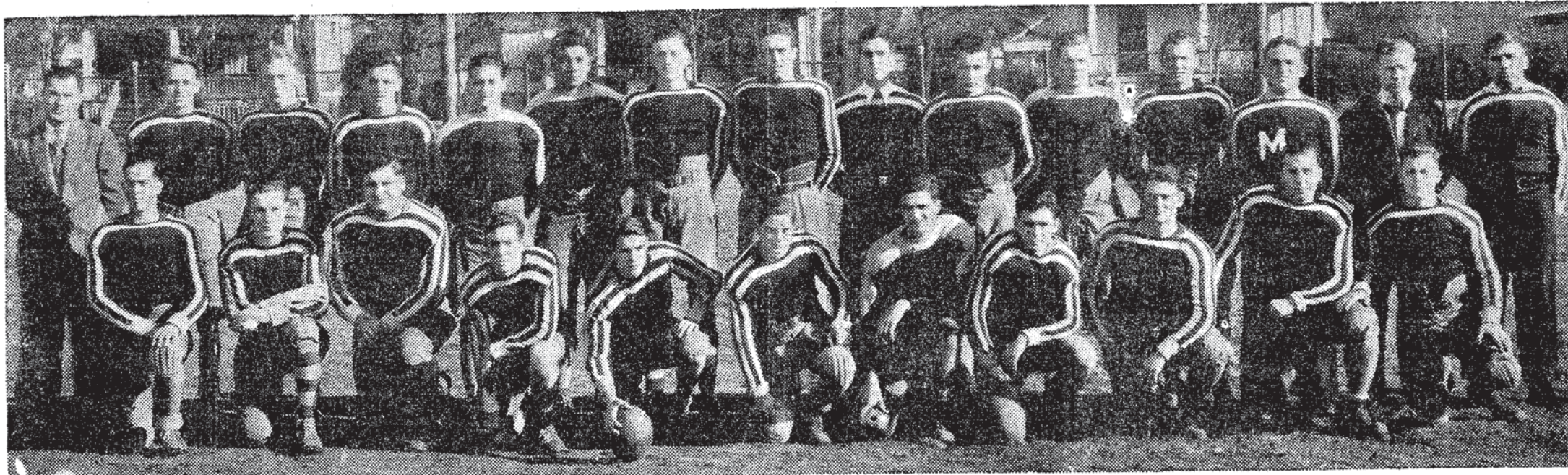
New Chemical To Test Milk is Developed

Edmonton, (CP).—To two University of Alberta professors today enquiries poured in asking information about their new chemical expected to revolutionize the process of bacteriological milk testing.

The men were Drs. H. R. Thornton of the University's dairy department and Reuben Sandin of the chemistry division. For three years the two have worked to develop methylene blue thiocyanate, for testing the purity of milk. The believed their product to be a major contribution to the dairy industry.

The new substance is practically 100 percent pure, it was announced. The compound now generally used in testing milk quality, methylene blue, varied from 50 to 60 percent in purity.

Crystals from methylene blue thiocyanate can be obtained in almost complete purity, that being the chief value of the new discovery. Methylene blue crystallizes poorly. In addition the crystals carry moisture and other impurities.



Sarnia's collegiate last football title was won by the above band of doughty warriors in 1934 when they swept through to the Wossa title over Stratford collegiate and

then trampled St. Michael's college to win the Ontario championship. Reading from left to right they are: Front row, Elmer Wright, Bob Isbister, Abie Lampel, Bert

Harris, Capt. Jim Gerner, Don Taylor, Tony Mondoux, Jack Burgess, Don Austin, Don Brooks and Lloyd Galloway. Back row: Coach Dan O'Donohue, Fred Stuchberry, Cliff

Miller, Chink Caven, Howard Walker, Cal Adams, Dunc Tolmie, Bill Hptchinson, Kitch Jones, Dean Dailey, Arnie McWatters, Ronald

Skam, Manager Vern Boyington, Assistant Manager Jack Milner and Nick Palthouski. Junior Coach Bill McNair and three of

his players, Williams, Kent and Shanks, promoted from the lower club, are not shown in the picture.

Failures Declined 15 Percent During 1935

Toronto, (CP).—Confirmation of the general improvement in business mortality during 1935 is seen in the official report from Ottawa for that year. Failures in 1935 numbered 1314—a drop of 15 percent from 1934. Defaulted liabilities were \$17,600,000—a drop of 26 percent from the previous year and the smallest total for any year since 1922.

Analyzed by type of business, agriculture contributed the largest number of failures with 173; followed by general stores, 93; grocery stores, 85; clothing stores, 65; construction firms, 62; drygoods stores, 47; customs and repair outlets, 40; vegetable food manufacturing plants, 39.

By divisions, 594 stores went out of business through the official pathway of assignment, 180 manufacturing establishments, 138 service outlets and 275 other firms or individuals engaged in agriculture, construction and others.

The bulk of the assignments were in Quebec, 632, involving liabilities of \$5,700,000. Ontario had 390 involving \$4,300,000.

Fowlie's

THE HOME OF FINE
**ENGLISH
CHINA
and
POTTERY**

We feature new PATTERNS of open stock dinnerware.

You are invited to come in and look around without obligation to buy.

FRONT & CROMWELL STS.
SARNIA

SARNIA IS ONLY HOCKEYLESS CITY

Depends on Village of Point Edward to Provide Winter's Sport

Sarnia has the unique distinction of being perhaps the only city in Canada not represented in organized hockey. Eighteen thousand people are dependent upon the village of Point Edward to provide them with the winter sports. Only enterprise and willingness to take a chance that prompted the Sarnia Curling Club to install artificial ice has given the inhabitants a place to skate.

Things were even worse in a hockey way up to two years ago when Sarnia provided the spectacle of a city being forced to follow the village of Point Edward hockey team inland thirty miles to Watford, another village, for their home town hockey.

It was not always thus. Sarnia has a hockey past that includes one intermediate O. H. A. championship, a senior squad that only ill luck kept from a title and a city league that attracted packed risks to games.

Yellow Fever Carried By Plane New Menace

Delhi, India.—(CP).—Yellow fever, carried by airplane from Africa, is a new menace to India.

The government has introduced strict legislation aimed at preventing the entry of the disease which, doctors say, may treble the death rate in a few years. A machine travels from Africa to India in less than the lifetime of the stegomyia mosquito (large striped variety) which carries yellow fever. A patient in whom the infection has become lodged might easily complete the journey before the disease visibly develops in him.

Several Attempts
Several attempts to build an arena have been launched since St. Andrew's arena was diverted from athletics to commerce. Regularly as the springtime follows winter an annual movement to build an arena and bring hockey back to its former grandeur waxes and wanes.

Two years ago William McCord and some associates secured the old Central Canada stone plant at Point Edward and remodelled it into an arena, bringing hockey back closer to Sarnia. The present structure will handle about 1,500 persons and further improvements are planned for the 1936-37 season.

TENNIS THRIVES AFTER THIRTY YEARS OF PLAY

Original Courts Were Laid Out at Davis Street and College Avenue

Sarnia Tennis Club, one of the best equipped clubs in the province, and the major organization of a sport that boasts a city league this year for the first time, had its birth about thirty years ago.

Banding together to launch the sport they loved, W. A. Watson, J. M. Hunt, W. H. Kenny, R. V. LeSueur, men who have been prominent in advancing most athletics in the city and Don Callum and James Johnston organized Sarnia's first club.

The first Sarnia club court was built on a lot at the corner of Davis street, and College avenue and did service for a couple of years before it outgrew its accommodations and new courts were opened at Bayview park where the membership touched a high mark of a hundred in the days before the Great

Busy Irishman Has no Less Than Nine Jobs

Dublin, Ireland.—(CP).—Patrick Keane, versatile bartender of Carrickmacross, County Monaghan, is scratching his head over the census form sent him in the Irish Free State's population count.

The government has left him space for only a half-dozen words describing his occupation. But that isn't near enough for a man with nine jobs.

In addition to being a bartender by trade, Patrick is Carrickmacross' sub-sanitary officer, tax collector, rent collector, inspector of cowsheds and dairies, meat inspector, lighting inspector, insurance agent, water inspector and free milk officer.

War.
Just prior to the outbreak of world hostilities in 1914 Sarnia copped the Western Ontario Tennis League championship, the highlight in tennis competition so far as this city is concerned.

Today the club, in the best financial shape in history, boasts four concrete courts and a club house situated on city property just north of the Athletic park. In 1935 Sarnia won the championship of the Kent-Lambton Tennis League which existed long enough to give Sarnia a championship and then folded up.

TO
Sarnia and Citizens

WE EXTEND OUR

Best Wishes

On this Happy Event . . . your

**CENTENNIAL
BIRTHDAY**

Sarnia
Ladies' Wear
FRONT ST.



18 Years Of Progress

18 years ago Fred G. Chambers and George W. Thompson, were members of the D. W. Marshall Electrical Shop. Mr. Marshall was a well known electrical contractor and retailer with a store located at 223 N. Front St. Mr. Marshall sold his interest to Mr. Chambers and Mr. Thompson in 1916. The firm name was then changed to Chambers Electric Company. Sarnia at this time was experiencing a very steady and healthy growth which in turn reacted favourably to the advantage of the Chambers Electric Company. It was found necessary in 1920 to move into larger and more modern quarters. The present location at 221 N. Front Street was purchased. The company since that time has made considerable progress and expansion and now holds the position of one of the leading electrical retail and contract houses. Many well-known nationally advertised electric appliances for home, farm and factory are sold here. An efficient staff is maintained to look after the needs of home owners and factories in the matter of electrical contractors. The service men are well qualified through years of experience, to look after any task which might be assigned to them. Many of them have been with the Chambers Electric Company for a period of over ten years.

WE ARE
Distributors
FOR
WESTINGHOUSE ELECTRIC PRODUCTS

• RADIOS
• MOTORS
• REFRIGERATORS
• MAZDA LAMPS
• VACUUM CLEANERS
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• WASHERS

CAN GENERAL ELECTRIC
• WIRING DEVICES
NORTHERN ELECTRIC
• WIRING DEVICES

• PHILCO RADIOS
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• THOR WASHERS, IRONERS

In addition we carry a complete line of all Electrical Supplies that include:
• Hot Plates • Toasters • Irons
• Heaters • Fans • Cookers
• All Electrical Fixtures For Store and Home.

Step by Step CHAMBERS ELECTRIC CO. has advanced with Sarnia during the past 18 years.

CHAMBERS ELECTRIC CO.

221 N. FRONT ST.

SARNIA

Looking Back Almost A Century

THE Lambton Loan and Investment Company was first organized in 1844, five years before the County of Lambton came into being.

At that time there was no bank in Port Sarnia. The Bank of Upper Canada did not establish a branch until some years later. Major Robert Skilbeck was the founder of the company. At that time trade was mostly by barter and exchange. Farm produce, cordwood and potash were brought into the village and sold to the merchants in exchange for goods. The merchants had to meet their bills to the wholesale houses in cash which was hard to get. The result was that a merchant having a bill of exchange or note falling due borrowed what cash he could from other merchants giving his I. O. U. for the amounts borrowed. This was merely an accommodation and no interest was charged. Major Skilbeck called a meeting of the merchants of the village and suggested that a syndicate be formed, having a chairman, secretary and treasurer, and that the merchants deposit any surplus funds which they had with the syndicate to be loaned on interest to borrowers, the depositor to receive interest on the amount of his deposit. From 1844 to 1847 business was carried on successfully under this method.

In 1846 the United Parliament of Upper and Lower Canada passed the first legislation for the incorporation of building societies, 9 Victoria Chapter 90.

Incorporated in The Year 1847

On the 27th of March, 1847 the syndicate became incorporated under the Act as the "Port Sarnia Building Society" the first loan corporation incorporated in Canada. The papers were filed with Alexander Baby, Clerk of the Peace at Sandwich, which was then the district or county town. The first president of the company was Captain Richard Emeric Vidal, R. N., Archibald Young was vice-president and Robert Skilbeck was secretary and treasurer. The other directors were: the Hon. Malcolm Cameron, Alexander Vidal (Senator), Thomas Fisher, Froome Talfourd, Captain Wright, R. N. and Henry Cross.

Borrowers subscribed to shares in the society of the value of £50 each and paid in five shillings per month together with interest at six percent, giving a mortgage on real estate as collateral. So great was the demand for loans that monthly meetings were held in the schoolhouse and funds auctioned off to the borrower who would pay the highest premium for a loan. These premiums were substantial, reaching in the year 1849 an average of forty percent of the loan.

Permanent Building Society

The first building societies were incorporated for a limited time and were supposed to be wound up at the end of the fixed period. New legislation was passed by the Canadian Parliament establishing permanent building societies and in 1855 the society was chartered under the new act as "The Lambton Permanent Building and Investment Society" which name by Order-in-Council in 1881 was changed to the present name "The Lambton Loan and Investment Company."

In the year 1928, a separate charter was issued to "The Lambton Trust Company, Limited" a subsidiary owned and controlled by The Lambton Loan and Investment Company.

The present directors are Norman S. Gurd, K.C., President, Col. Robert Mackenzie, vice-president, J. M. Hunt, secretary and manager; C. H. Belton, A. J. Johnston, W. H. Kenny, A. G. Minielly, B. W. Fansher, Howard Fraleigh.

Authorized Capital \$1,000,000
Paid-up Capital \$789,750
Reserve Fund \$800,000

The Lambton Loan and Investment Co.

N. S. GURD K.C.
President

Corner of Front and
Lochiel Streets

J. M. HUNT
Manager.

CHAMBER OF COMMERCE AIMS INCESSANTLY AT GREATER CITY

Established In 1916 To Do All In Its Power To Develop City's Industrial Life and Interests

HAS BEEN INSTRUMENTAL IN ESTABLISHING SEVERAL THRIVING MANUFACTURING PLANTS IN SARNIA ---WAS OUTGROWTH OF THE OLD BOARD OF TRADE IN SARNIA

(By W. D. Ferguson, Manager)

In 1919 there was organized in the City of Sarnia a Chamber of Commerce, which in reality took over the work of the former Board of Trade, which had functioned effectively for a number of years. In this new organization, new methods were adopted and new ideas were put into effect. It was carried on strongly through the post war years and did some outstanding work in promoting the growth of the city.

The First President

W. E. Beresford was its first president and enrolled a membership of more than 600 which was a record for the American continent.

The second president was E. C. Barre, who was elected by popular membership vote. Mr. Barre also served as director for two years and was very active in the promotion of industrial prospects and highways. W. H. Kenny who served as a director from the beginning was elected president the third year and gave a great deal of time to the promotion of the city's interests. He also served on the board for another two years. R. H. Cardy was the fourth president and held the office until his transfer from the city. During Mr. Cardy's administration the Blue Water Highway movement was originated and the Dominion Alloy Steel Corporation bylaw was drafted and carried by the electors. Mr. Cardy was manager of the Bank of Toronto and his transfer from Sarnia was regretted by all who knew him.

H. A. Couse succeeded Mr. Cardy and served the balance of the year. A number of important matters were dealt with during his term of office, among them being the final arrangements for the International Plowing Match. The

deep waterways project was considered and a number of factory sites were made available.

Promotion of Tourist Traffic

In 1923 Norman E. Olds took over the reins of office and was very active in opposing the gasoline tax and tax on tourists. The booklet "Motorable in Canada" made its first appearance during this year and tourist traffic was promoted in a large way.

C. M. C. Brunton was the next president and during his term of office it was decided to hold an Old Home Week in the following year. The first sod in the construction of the Dominion Alloy Steel Corporation plant was turned by Mr. Brunton, the president, presented to W. B. Boyd, the president, by Mr. Brunton for the Chamber of Commerce.

L. H. Richards succeeded Mr. Brunton in 1925. During Mr. Richards' term of office, much work was done in organizing a retail merchants' bureau. A new industry was brought to the city and much industrial assistance given. The Chamber of Commerce Luncheon club was organized and much good done among underprivileged children.

In 1926 H. A. Couse was elected president for a second term, the only person to have the honor of serving for more than one year.

Mr. Couse has been an enthusiastic worker and has served on the board of directors for a great number of years.

Loss of Mr. France

F. G. Depew was the next president elected. During the early part of this year, 1927, a tragic death came to George P. France, the very capable secretary-manager and the great force behind the Blue Water Highway. During the regime of Mr. Depew a strong appeal was made at Toronto in connection with the St. Clair River Road improvement, and the Sarnia elevator project was carried through to completion.

Col. C. S. Woodrow was elected president for 1928 and under his administration great efforts were made toward the promotion of a juvenile court. A banquet was given to the late W. T. Goodison M.P. on June 22. A banquet was also given in honor of T. C. McCobb who was leaving the city and in welcome of F. E. Holbrook. A cruise was sponsored on the Noronic and two new industries were established.

George H. Gabler was the next president and among the outstanding activities of the year, Electric Auto-Lite Limited was secured and added to our major industries. Mr. Gabler upon retiring suggested that several changes be made in the operation of the organization which suggestions were later carried out.

N. L. LeSueur K.C., was elected president in 1930 and among his first duties was the selection of a manager, upon the resignation of W. Eric Harris, who had accepted a position with Electric Auto-Lite Limited. The offices were moved from the Hotel Windsor to another location and other changes made to meet the economic conditions. A successful effort was made to maintain the early morning mail service for Sarnia. Through the co-operation of the Federal De-

FIRST PRESIDENT



W. E. Beresford who was manager of the former Perfection Stove Company, this city was the first president of the Sarnia Chamber of Commerce in 1919.

PRESENT HEAD



John E. Goodison, son of the late W. T. Goodison M.P., and Mrs. Goodison is president of the Chamber of Commerce for the current year.

EARLY MANAGER



One of the most enterprising of Chamber of Commerce managers was the late George P. France who lost his life in 1927, while endeavoring to eject a burglar from his summer home.

partment of Public Works, a harbor line was established in Sarnia bay. A number of individual prospects were also investigated.

Advised the City

John Danner succeeded Mr. LeSueur as president for 1931. Steps were immediately taken to advise the city and a booklet entitled "City and Port of Sarnia" was pub-

lished and distributed to industrial concerns throughout the United States. A resolution was forwarded to the provincial government protesting against Bill No. 171 amending the Corporation Tax Act, increasing the taxes on industries. A petition was presented to the city council regarding the zoning of a section of the city and asking that a bylaw be passed subject to the approval of the Railway and Municipal Board. A strong appeal was made to the Department of Marine to have the old wrecks removed from Sarnia bay.

R. M. Norton who had served on the board of directors for a number of years was president for 1932. Mr. Norton is an enthusiastic and substantial Chamber of Commerce worker, having served on important committees and on various occasions having given considerable time to chamber projects. A ten-year road improvement plan was recommended and brought to the attention of the Department of Highways and county officials.

Endorsement of a bill to build a tunnel between Sarnia and Port Huron, negotiations for a warehouse on the government dock and a number of industrial prospects were among the activities during the year.

Highway Promotion

A. D. McKenzie was elected to the office of president for 1933. During the year the chamber sent representatives to Toronto in connection with the taking over as a provincial highway the River Road to Wallaceburg, the Blue Water Highway, Thedford to Goderich and Warwick townline from No. 7 to Forest. Through the efforts of the harbor committee there were new regulations secured and reduced tariffs on rates charged at the Dominion government dock. The Chamber also urged an amendment to the Canada Shipping Act, was active in securing the Harmsworth Trophy race for this district, and it entertained Mr. and Mrs. Scott-Paine. The Canadian Tinplate Company was secured for Sarnia and many other industrial prospects interviewed. Homer Lockhart was the next president. During his term of of-

fice a continual effort was put forth to press for more provincial highways for this district and better roads for the county and suburban area.

Among several important resolutions passed during this period was one favoring the issue of smaller bank notes by the Dominion treasury.

A protest to the Dominion government against building a grain elevator at Windsor was made and also a protest to the United States Chamber of Commerce against the proposed legislation to prohibit commuting along the border. An effort was also made to improve the ferry service between Sarnia and Port Huron.

Industrial Standards Bill

F. P. Dawson, K.C., for many years a director, was elected to the presidency for 1935 by a popular membership vote. One of the first acts of the chamber under his direction was to forward a resolution to the provincial government urging amendment of the Industrial Standards Bill, which would benefit industrial concerns and workers in this district. Assistance was given to the Blue Water carnival and also to the West Lambton Fair board. A centennial committee was appointed to assist with a celebration commemorating the 100th anniversary of the city in 1936. A delegation was sent to Ottawa to assist in securing legislation for the erection of a sugar beet mill for Lambton county. The membership was increased during the year and the financial position of the chamber was the best for years.

Current Problems

Early in 1936 John E. Goodison succeeded Mr. Dawson and is filling the position at the present time.

A number of problems are being discussed and one has been disposed of by protesting to the Railway department against the morning of districts 3 and 14, which would bring in men from the east to take over runs now held by Sarnia men.

A great deal of work has been done to increase tourist traffic through the Sarnia gateway into the Province of Ontario. Every assistance is being given to the celebration which marks the 100th birthday of the City of Sarnia.

The Chamber has always stood ready to originate and assist in matters of general community welfare.

The first manager of the Chamber of Commerce was A. Morgan Chase, who served for six months and was succeeded by Johnston MacAdams, who served for about two and one-half years, when he resigned to become president of the Canadian Printing Company, one of Sarnia's most important job printing concerns. Mr. MacAdams served later as a director and was actively connected with the Blue Water Highway association.

The Late George P. France

George P. France took over as secretary-manager following the resignation of Mr. MacAdams. He was for ten years chief chemist and consulting chemist to Imperial Oil Limited and was one of the most successful workers in the original campaign in 1919, and was one of the original directors. He was also the originator and promoter of the Blue Water Highway association which is still active in promoting tourist traffic into the Sarnia gateway. In 1927 he met his untimely death when he attempted single-handed to eject a burglar from his summer home at Lake Huron beach.

Following the death of Mr. France early in 1927, Major W. Eric Harris of Toronto was selected to fill the position which he did very efficiently until his resignation in 1930, to become resident manager of Electric Auto-Lite Limited which concern, during his term of office, he had been instrumental in locating here.

The present manager, W. D. Ferguson, was chosen to fill the vacancy early in 1930 and in addition to his other duties and interests has kept the Chamber of Commerce an active organization and its finances in splendid condition.



On This Auspicious Occasion

We renew our pledge of 10 years ago to you the citizens of Sarnia and Lambton County: "This firm will, at all times, extend to its patrons the best in

**VALUE
STYLE
SERVICE
SATISFACTION**

These four cardinal principles are the foundation stones upon which our business has grown.

We do our utmost during each transaction to carry out our pledge. Then . . . and then only . . . do we feel that as neighbors our trade has been mutually satisfactory.

Come in—anytime—assured of a sincere welcome and a square deal.

**THE
FLORENCE
SHOPPE**

140 N. FRONT ST.

SARNIA

FOR 32 YEARS SUPPLYING

Shoes for the FAMILY

Mr. John Knowles has the distinction of being the oldest exclusive shoe man in years of service in the city of Sarnia. Mr. Knowles has been in the shoe business since 1904. He first started on the corner of Christina and Lochiel streets where the Dominion Bank is situated now. He served the citizens of Sarnia and Lambton County from that site for twenty-one years. The business was moved across the street to its present location in 1925. Mr. Knowles has made it a policy to handle nothing but the very finest in Canadian footwear. This policy combined with reasonable prices and service has been responsible for the continued success of the Knowles Shoe Store.

We are exclusive agents for some of Canada's finest makes of shoes:

- M. W. Locke
- Selby Arch Preserver.
- Health Spot.
- Heel Hugger
- Slater.
- Hurlbut Children's Shoes.

The Knowles Shoe Store is a family store because it has been always possible for the whole family to be outfitted here. A more complete stock of medium priced and high-grade shoes cannot be found elsewhere. Bring the family to this store of high quality merchandise for real shoe style, comfort and satisfaction.

KNOWLES' Shoe Store

Corner Lochiel and Christina Streets

Sarnia



LEGAL PROFESSION IN SARNIA HAS PRODUCED BRILLIANT MEN

WILLIAM P. VIDAL FIRST LAWYER IN SARNIA VILLAGE

Judge Lister, Senator Pardee,
Hon. W. J. Hanna and Many
Others Made Names In
Wide Spheres

(By Charles Weir, Secretary Lambton Law Association)

What value will Sarnia lawyers of the future be to the community in which they live? The future can be estimated only by the present viewed in the light of the past. For eighty-four years the lawyers of Sarnia have taken an active part in the life of the community. In so doing some of them have achieved celebrity and permanent reputation. The present generation is following the example of its predecessors. Our lawyers of the next one hundred years will continue to contribute the same share to the city's progress.

Sandwich District Town

While the Village of Port Sarnia began in 1836, Sandwich was the district town until 1862. Kent became a separate county in 1847. Lambton was incorporated in 1849 but united with Essex for administration. The united counties separated in 1852 with Sarnia becoming the county town of Lambton. The reorganization of the old Western District was complete. For nearly sixty years Sandwich had been the legal and municipal centre of a wide area. It now had two rivals in Sarnia and Chatham. In 1852 the present court house was built on Christina street. Two small stone buildings for the registry office and county officials went up beside it. In 1853 Read Burritt was appointed county judge. There was no crown attorney, but P. T. Poussette, the town clerk, was a qualified lawyer and became also clerk of the peace to do the office work of a crown attorney's office. Lambton was ready to do business as a county.

City's First Lawyer

Prior to its becoming a county town the legal business of the village did not justify a resident lawyer, but with the division into counties it was natural that some one of the Sandwich bar would establish himself in the new county town. William Penrose Vidal, then a man in his late twenties, had been practising in Sandwich from 1846. At some time during the reorganization of the Western District he moved to Sarnia to become its first lawyer. His father, the well known Commander Vidal, had been one of the first to see the future of a town on the St. Clair, and his brother, later to become Senator the Honorable Alexander Vidal, was then the resident manager of the Bank of Upper Canada. W. P. Vidal practised in Sarnia until his death in 1878. In 1855 Joshua Adams made his start in Sarnia where he practised for fifty-one years. In 1858 Joseph Frederick Davis became the first crown attorney of the new county and settled in Sarnia. The next decade opened to the little county town with its county judge, now Charles John Robinson, and its bar of three lawyers.

Founded Oldest Legal Firm

In 1861 John A. MacKenzie, later to become Judge MacKenzie, hung out his shingle, and the next year formed a partnership with R.

Magistrate Woodrow



Lt.-Col. C. S. Woodrow presides as magistrate of the City of Sarnia and the County of Lambton.

JUDGE A. E. TAYLOR



Judge Albert E. Taylor is judge of the County Court of Lambton and also chairman of the Sarnia Police Commission.

John R. Logan K. C.



John R. Logan K.C., is dean of the legal profession in the City of Sarnia.

S. Gurd, then just called to the bar, to found what is now Sarnia's oldest legal firm. During the next seventy-five years Sarnia's legal profession has provided colorful figures for public life, lawyers noted for their learning and men successful in large affairs. For many years Timothy Blair Pardee was Provincial Secretary and Minister of Crown Lands in the McWatt government of the seventies. In the next two decades James F. Lister represented West Lambton in the Dominion house and stories from his campaigns are still current. His message from the Great White Mother is a classic among political yarns. He was a local celebrity and a national figure. He became a judge of the Court of Appeal in 1898. In the meantime W. J. Hanna had entered public life, and as Provincial Secretary from 1905 to 1916 is still famous for his prison reforms and his interest in public institutions for the care of the physically and mentally afflicted. He left public life to become president of Imperial Oil. F. P. Pardee, the son of Timothy Blair Pardee, was a national figure, close in the counsels of Sir Wilfrid Laurier and for many years Chief Liberal Whip. He became a senator in 1920. W. T. Goodison, though a hardworking executive as president of the John Goodison Thresher Company, always kept his membership in the Law Society of Upper Canada. He became member for West Lambton in the Dominion house in 1923 and his untimely death in 1926 cut short a promising career.

Drainage Litigation

During his long practice Joshua Adams was known as a widely read lawyer, a close student and a learned gentleman. James Gowans, at one time in partnership with Timothy Blair Pardee, and his successor in that partnership, Charles M. Garvey, both had more than local reputations as men of outstanding ability and a wide knowledge of the law. Commencing in the early nineties, drainage schemes in the low areas of Lambton Kent and Essex provided litigation in which three Sarnia lawyers received their early trial training and the beginning of their celebrity as counsel, which yearly increased until their deaths—John Cowan the Elder, Archibald Weir and Robert I. Towers. It is an interesting sidelight to note that the Drainage Court of the nineties produced from the young counsel who attended it men whose reputations far outgrew their respective county towns.

R. S. Gurd, who had commenced practice in 1882, was for the whole of his life prominent in the business of the Lambton Loan and Investment Company which, with the Industrial Mortgage & Trust Company, had taken a major part in financing those business ventures which have furthered the growth of the once small village. In 1883 John Cowan the Elder came to Sarnia to form a partnership with James F. Lister, and amongst his manifold interests found time to take an active part in the Industrial Mortgage & Trust Company whose president he eventually became.

The County Bench

No mention of the personalities of the Sarnia bar is complete without reference to those men who have sat on the county bench since the days of Read Burritt. Charles John Robinson sat from 1855 until 1899 and was succeeded by Daniel Fraser McWatt who died in 1920. Judge McWatt was well known to Sarnians as a keen lawyer and a forceful personality. He was prominent in Masonic circles and was Masonic Grand Master for Ontario in 1918. On his death the junior judge, A. E. Taylor, who had held the office since 1904, was promoted to the vacancy. During his more than thirty years in Sarnia Judge Taylor has made an enviable reputation with the bar and the public at large for his fairness and ability of the magistrate.

Form Law Association

In 1904 the lawyers of the county formed the County of Lambton Law Association. John Cowan the Elder was its president until 1912, resigning to give his services on the governing body of the Law Society of Upper Canada. As city solicitor and a life member of the Law Society his memory is still fresh in the minds of the present generation. He was succeeded by Archibald Weir, who held the office until his death in 1930. Scholarly and able, he is well remembered for his readiness to lend a helping hand to the young lawyer. During its existence the County Law Association has collected a law library unsurpassed by any county town in the province and equalled by only a few. F. P. Dawson is its present president.

For two years W. H. Price, then a partner of W. J. Hanna, was secretary of the association. After leaving Sarnia he advanced in public life and until recently was Attorney-General in the Henry government. Ross W. Gray is Chief Liberal Whip in the Dominion house. W. S. Haney was a member of the provincial house for seven years. N. S. Gurd is president of the Lambton Loan & Investment Company and has continued and extended his father's interest in the life of the community. John Cowan is city solicitor and president of the Industrial Mortgage & Trust Company. Harold E. Fuller is a member of the Law Society of Upper Canada. R. V. LeSueur is a vice-president of Imperial Oil of which his former partner, W. J. Hanna, was once president. It is a far cry from the village that was nearly "The Rapids" or "New Glasgow" to the City of Sarnia, and from the conditions under which W. P. Vidal and J. F. Davis practised to the present day, but the legal profession in Sarnia still produces men who can carry on the tradition made by their predecessors. If advancement in the affairs of state, profession or business comes more frequently to some than to others, such advancement will be accompanied only by the good wishes of the rest of the bar, for strangely enough every practising lawyer in Sarnia, with the exception of the dean of the profession, John R. Logan, is a graduate at some far off years and the temptation to felicitate an old neighbor. You have come a long, historic journey, a fascinating epic filled to the brim with human interest most inspiring. The blue St. Clair has very truly been a path of destiny guiding you, perhaps under sealed orders, to your first big mile post. In fancy, looking back to the days when those first families in war paint and feathers occupied your proud location, we seem to hear "the song my people sing" echoing down from those far off years and the cavalcade of heralds to commerce and culture moving on. That call was heard in Bonnie Scotland—that land of hills and glens wrapped round with sentiment that lifts the heart above the maze of earth, homeland of my paternal ancestors—in England, too, the call was echoed. Then pioneering courage took the trail and right onward to success it led.

Sarnia On The St. Clair

(By Mary Maude Cameron, Petrolia)

Hail, Sarnia! Greetings and congratulations. We learn from the public press that you are one hundred years old. We cannot resist the temptation to felicitate an old neighbor. You have come a long, historic journey, a fascinating epic filled to the brim with human interest most inspiring. The blue St. Clair has very truly been a path of destiny guiding you, perhaps under sealed orders, to your first big mile post. In fancy, looking back to the days when those first families in war paint and feathers occupied your proud location, we seem to hear "the song my people sing" echoing down from those far off years and the cavalcade of heralds to commerce and culture moving on. That call was heard in Bonnie Scotland—that land of hills and glens wrapped round with sentiment that lifts the heart above the maze of earth, homeland of my paternal ancestors—in England, too, the call was echoed. Then pioneering courage took the trail and right onward to success it led.

And from those days of legendary lore, the pageant of the red man and the canoe, and various early methods of transportation born of necessity, evolved one of the most beautiful sights and coveted assets—a large fleet of picturesque sailing vessels, their majestic sails unfurled like conquering heroes—indeed the famed River St. Clair was a mighty channel for all kinds of captivated passenger and freight craft. Not so long ago, one could scarcely look across that fine expanse of water without seeing its thrill, as at the close of the flaming splendor of a summer day, I watched the gorgeous glow of sunset casting its magic in a crimson and gold pathway, and with all the beauty of the night have seen the welcoming lights along the distant shore dip into the horizon at sunset's rim. And ever upon the walls of my memory, will be engraved, that picture at eventide, on a starry night of summer, with the glamor of the moonlight silvering the ripple of the St. Clair of those stately ships gliding past, like a continuous beautiful ethereal picture, "A festival of the ships," almost a fantasy of dreams, and of hearing the codecalls of the sea, as from "ships that pass in the night," some to the northward, some to the south.

Sounds of Water-borne Traffic.
I close my eyes and hear again the deep-throated bass "blow," the high shrill whistle, the mellowed signal of courtesy—sometimes the fog horn—and the mingling of many marine sounds of passing boats, all beautifully harmonious as part of the picture—nature's grand symphony of color, sound and rushing water blended and attuned into melody. The palatial Detroit boat with its scintillating lights gleaming in all directions, marked the merging of evening into night. But across the purple haze of evening, and far beyond this mysterious panoramic view, to the distant shore line, and then beyond—from our vantage ground we glimpsed the shining lights, as

of some promised land just beyond the dawn—a little winding river where brightly lighted "fairy craft" with skillful grace, seemed to ply. And up that open gateway a mystic borderland and dazzling lights came to view. Imagination answered, "Twas the portal of immortality"—perhaps.

Songs of Paradise
A rapture! So beautiful is this whole kaleidoscopic scene—the afterglow—as etched on memory's chart, that in fancy, we might almost hear the songs of Paradise come ringing through the air.

Oh, beautiful blue St. Clair, when the tides of time shall bear us far, beyond your lure—and those sunset gates unbar.—

Oh, may there be some beautiful "Fairy Craft,"—The pageantry of time—to row us o'er the Great Divide, the mystery beyond the Dawn.

Do You Remember?

Do you remember the days when photographs were taken on tin-types? Do you remember when you called on your best girl now she got out the stereopticon and you and she sat on the settee and gazed at the pictures. Do you remember when small cameras first became popular and you and she took Kodak trips on tandem bicycles out to Watson's Grove or the lake shore? Do you remember when the boys' brigade was all ready to go to the Chicago World's fair and the plans fell through? Do you remember when your wedding picture was taken and do you still get sentimental amusement out of looking at it again?

Preserve Time

Photographs preserve time. How often do you find people who have passed on without leaving any record of themselves. The family album is an institution and Burr's Studio, the most modern equipped studio in Western Ontario, is ready to serve your needs from the cradle to the grave. Burr's pictures remain permanent records. Portraiture, commercial photography, camera supplies, films and amateur photo finishing are specialties at Burr's.

CLARA BUTT'S REQUEST
Bristol, England.—(CP)—Dame Clara Butt, contralto, who died in January leaving \$197,585, bequeathed \$15,000 to the Royal College of Music.

James Flintoft Sr. Was First Sheriff Of Lambton County

Christopher Flintoft, a member of an old Yorkshire family, came to Canada in 1816 and settled near Perth. Here his family was born and in 1844, his third son, James, moved to Sarnia. He had disposed of his lumber interests along the Ottawa River and with his wife,

James Flintoft Sr.



James Flintoft Sr., who came to Sarnia in 1844 was the first sheriff of the County of Lambton.

came as far as Hamilton by boat and from there to Sarnia on a stage coach.

In the following year James Flintoft erected a large flour mill on the present site of the King Milling Company mill. A sawmill was built directly behind the flour mill and one engine operated them both. These mills later were turned over to the Cameron-Flintoft partnership which also included a general store on the site of the Bank of Montreal on Front street. Much of the trading at the mill in those days was done by barter. James Flintoft was one of the original group of men to form the Lambton Loan & Investment Company in 1844 and was one of the

first presidents. He was a member of the school board and quite active in church work in the community.

An Early Social Worker

Mrs. Flintoft, his wife, perhaps, can qualify as one of the first social service workers in the community, as she was always ready and willing to go to the aid of sick persons in the town. Mr. James Flintoft Sr. was made a justice of the peace in 1848 and in 1853, when the counties of Kent and Lambton were divided, he was made the first sheriff of Lambton County. He was one of the members of the reception committee when the Prince of Wales, later King Edward VII, paid a visit to Sarnia. The Flintoft family still has vivid recollections of this visit.

James Flintoft Junior was born in 1842 and came to Sarnia with his father and mother when two years old. He was educated at the Sarnia schools and Victoria college, Cobourg. He then studied law for three years in the office of the late Hon. T. B. Pardee and in 1872 was appointed Sheriff of Lambton County to succeed his father, James Flintoft Sr., who retired.

Interested in Prison System

He was keenly interested in the improvement of the prison system, especially in the separation of the young offenders from the old and hardened criminals. One of his greatest interests was the development of Lakeview cemetery and he was on the cemetery board of managers. He was for a time president of the Huron and Lambton Loan Company and also of the Sarnia Street Railway Company. He was also one of the thirty original men to acquire the land where the Sarnia golf course now is located and wait for the time to come when it would be used. He died in Sarnia in 1918.

CHEESE IS POPULAR

Boston.—(CP)—On the ground cheese is a muscle-building food in concentrated form, the United States is becoming a cheese-eating nation, statistics show.

Greetings

To The
Citizens Of Sarnia

... From One of the City's Oldest
Business Institutions

We are happy to say that on this the 100th Birthday of our city, we too, have had a share in helping to make Sarnia truly a great city. This business was established in 1859 by the late Richard Glynn on the south west corner of George and Front streets. We moved to our present store in 1878. We have tried since inception in serving the great grand-parents, the grand-parents and parents of many of the present citizens of Sarnia and district to make Sarnia a finer and better place to live in.

We say, to all on this our city's 100th Anniversary, "May you continue to grow and prosper."

C. R. Glynn

BICYCLE DEALER AND LOCKSMITH

C. C. M. PRODUCTS, YALE LOCKS AND CUTLERY

(Established 1859)

216 FRONT ST.

'PHONE 63

HERE'S HOW I LEARNED TO SAVE ON THE COST OF FOOD!

AREN'T FOOD PRICES TERRIBLE?

YES! CORN FLAKES HAVEN'T GONE UP THOUGH.

I WISH MY HUSBAND LIKED THEM. BUT THE KIND I GOT SEEMED TO BE STALE.

YOU'LL FIND KELLOGG'S CORN FLAKES ARE ALWAYS OVEN-FRESH.

TWO PACKAGES OF KELLOGG'S CORN FLAKES PLEASE. NO MORE IMITATIONS FOR ME!

THIS IS THE KIND OF BREAKFAST I LIKE!

KELLOGG'S ARE SO CRISP AND FRESH! AND THEY COST SO LITTLE!

Order Kellogg's at your grocer's today — and don't accept any substitute. A wholesome energy food, easy to digest. Delicious for breakfast, lunch, the children's supper or a bedtime snack. One of the biggest values in food today. Sold everywhere. Made and guaranteed by Kellogg in London, Ontario.

Nothing takes the place of

Kellogg's CORN FLAKES

FRATERNAL SOCIETIES OF MANY ORDERS FLOURISH IN CITY

Some Have Come Down Through The Years, Others Are More Recent

A variety of fraternal and benevolent societies whose membership embraces a large number of men and women are of great value to this city, because of the charity they perform and the zest they add to the social life of the community. In spite of the inauguration of service clubs in recent years which have assumed a large share of social welfare activities the various lodges are carrying on benevolent work not only within their own organizations, but among other needy citizens.

For many years fraternal societies have been active in this city and today many lodges have ladies' auxiliaries. The Masonic lodge with its various chapters, the Odd Fellows and their associates the Daughters of Rebekah, the Knights of Pythias and the Pythian Sisters and the Knights of Columbus are among the more prominent societies in Sarnia.

Among the other lodges are the Independent Order of Foresters, the Loyal Orange lodges with the Ladies Orange Benevolent Association, the Loyal Order of Moose and the Knights of the Macabees. Some of the older lodges which functioned for years have since suspended because of inactivity and decrease in memberships although in general Sarnia lodges are most active in furthering their interests in the community.

Knights Of Columbus

The Knights of Columbus, a fraternal organization of Catholic men which has a membership of more than 700,000 in the United States and Canada, formed a local council in Sarnia on June 7, 1909. Its membership at that time was about 50 persons. The first officers were: Grand knight, George B. Dawson; deputy grand knight, William J. Gilchrist; chancellor, Dr. R. G. R. MacDonald; treasurer, Hugh Doyle; secretary, John McGee.

Purchase Building

In 1916 the local council purchased from Joseph Peterson, the building on the south side of Lochiel street, just east of Christina street, and now known as the K. of C. hall. The lodge occupies the whole of the third floor and part of the second floor as clubrooms. The membership increased and activities expanded and the K. of C. found that these quarters were not adequate, and in 1929 they built an addition to the east side of the building. They now occupy and use as clubrooms the entire third floor, these being

among the finest clubrooms in the city.

During the quarter of a century since its institution in Sarnia, the Knights of Columbus have taken a leading part in all public enterprises. This organization has always been noted for its charitable works, especially during and immediately after the Great War. The local council has carried on with some success work among the Catholic boys and girls of the city. It sponsored the 3rd Boy Scout troop and granted it the use of the clubrooms free of charge. The rooms have been in fact the centre and meeting place for nearly all Catholic organizations in the city for many years.

The officers in charge of the council this year are: Grand knight, William A. Donohue; deputy grand knight, Thomas Clarke; chancellor, Malcolm Donohue; treasurer, Norris Sahler; financial secretary, J. J. Blundy; recorder, Louis Seales; warden, George LaForge; trustees, C. J. Driscoll, Edward McCort, J. J. Blundy; guards, A. Leveille and F. Bonin.

Many Women Take Their Worries To White House

Washington, (AP).—Each month about 400 worried women write "Dear Mrs. Roosevelt" and pour out their financial and family woes.

The mass-mood of this distress sector of Mrs. Roosevelt's vast correspondence is epitomized by the plaint of an Alabama woman whose husband, "farming half-wits" had "gone to the relief" for food and clothes for "seven children, four girls and three boys, six in school."

"So when he came home and told me they would not help us, I was so worried I didn't sleep that night, and I lay awake and studied what in this world to do," she wrote.

"Nothing to eat but corn bread and not much of that and nothing to plow this year and you came to my mind. In my mind, I know how you look, so I decided to write to you."

A Virginian wrote: "I have been so to the suffering point I am going to appeal to you in this crisis, believing you will not expose me. Is pride a curse?"

From Arkansas came this: "I am

30 years old have a high school education, also a baby daughter and a great desire to make a success in life for her sake despite the fact I live in an old garage without windows and very little furniture."

Relatively few of these letters come from cranks. Most of them reveal somewhere in the text they are a direct result of articles written by and concerning Mrs. Roosevelt, of her having passed near them in her travels, or of some radio speech she has made.

Not one of them goes into a waste basket. They are opened and read at the White House. Mrs. Roosevelt herself reads an amazing amount of the prodigious pile, thus getting acquainted with women in every state and their specific problems. In this task she is aided by her secretary, Malvina Thompson Scheider.

Then, because these particular letters concern women and some phase of the employment problem, they are sent, in White House envelopes, to Mrs. Ellen S. Woodward, assistant administrator in charge of the women's division, works progress administration.

Some letters that especially arouse Mrs. Roosevelt's interest carry marginal suggestions in her handwriting.

The Knights Of Pythias

While Pythianism was established in this community years before Johnston lodge No. 46 was organized, there is very little known of its early history. Edward Johnston was district deputy in the year 1876 and the present lodge was named after him. The officers of the early lodge, which was instituted in 1875, included Edward L. Johnston, Charles A. Frink, Alex. B. Taylor, George Higginbottom, James Ellison, William H. Hill and James Woods. Other members were Michael Fleming, R. J. Alexander, Thomas Locke, P. C. Pitfield, George Knight, T. J. Crawford, T. H. Singleton, Murdoch McLean, William Taylor, William Paxton, A. G. Paul, Ed. Adams, William Pitfield, I. J. Halpin, S. Osborne and William Wright.

Lodge Has Won Honors Pythianism in Sarnia has made progress and this district has had the honor of furnishing the Grand Chancellor on several occasions. In 1880 W. T. Taylor held this office and in 1907 Bruce Dunlop of Petrolia lodge, number 17, was the grand officer. Members of Johnston lodge who have held this office are: Thomas H. Manley, 1911; Homer Lockhart, 1926, and Ellwood S. Phillips, 1931.

Of the charter members of Johnston lodge there are only four now living in Sarnia, W. W. Whitaker, who was the first keeper of records and seal, E. T. Bates, who was the first master of finance, James Lucas, the first candidate

(Continued on Page Sixteen.)

Royal Arch Masonry Established In 1859 Is The Oldest Chapter

(By W. W. Simpson)

Royal Arch Masonry which occupies a prominent position in the fraternal life of Sarnia today, was established here on October 12, 1859, when Wawanosh chapter, No. 15, Royal Arch Masons, the oldest in the city and the ninth oldest of the 253 chapters under the Grand Chapter of Canada, was organized.

The installing officers at the time the chapter was formed were as follows:

Z. Most Excellent Companion Captain Thompson Wilson Immediate Past Grand First Principal of the Grand Chapter of Canada. Captain Thompson Wilson was a resident of London, Ont., and was also a past district deputy grand master of Western district (now London district, No. 2). He was first principal of St. George's chapter, No. 5, London, Ont., when that chapter joined the Grand Chapter of Canada in the year 1860.

H. Right Excellent First Principal Cummings of St. Clair chapter, Michigan.

J. Right Excellent First Principal Phelps of Iowa chapter, No. 6, Wisconsin.

Janitor, Companion William Parkinson.

First Officers

The first officers installed at

the time of organization were as follows: Z. Excellent Companion James H. Rowan; H. Excellent Companion George Mason; J. Excellent Companion William P. Vall; Scribe E. Companion Hugh D. Stewart; Scribe N. Companion Honorable M. Cameron; Principal Sol. Companion William Burness; Senior Sol. Companion Lieut. George Hyde, R.N.; Junior Sol. Companion Hugh Black.

At the conclusion of the installation the companions elected Most Ex. Comp. Wilson, Rt. Ex. Comp. Cummings, and Rt. Ex. Comp. Phelps to honorary life memberships in the chapter. The chapter closed for refreshments at 4.30 o'clock in the afternoon and reopened at 7.30 in the evening.

Several petitions were read in the evening. The chapter closed at 10.30 p.m., concluding the first convocation of Royal Arch Masonry in Sarnia, Ont.

Wawanosh chapter received a charter from Grand Chapter dated March 8, 1860. The members whose names appear on the charter were as follows: companions, J. H. Rowan, G. Mason, W. P. Vidal, H. Stewart, M. Cameron, W. Burness, George Hyde, Hugh Black, W. Jamieson.

(Continued on page 15)

The Loyal Orange Order

The Loyal Black Knights of Ireland chapter of the Orange Order was first founded in Sarnia in 1873 when the chapter was transferred to this city from Parkhill. The first meeting place of this chapter was in the old Peter Clark building, now occupied by Castle Hall. Later meetings were held in the rooms over the Canadian Printing Company's office and still later, over the Bank of Montreal. In 1917 the Orange lodges, including the chapter, moved to the present location on the corner of George and Christina streets, in the building now known as the Orange hall. This building is owned by the Orange Association of which J. G. McDonald is president and James Stewart is secretary-treasurer. John Keyes is worshipful preceptor and J. Morrison is registrar of this chapter.

Union lodge L.O.L. No. 1230 was formed in 1875 and met in the same location as the Black preceptor and of this lodge John Barnes is worshipful master and Thomas Hardick is secretary. This lodge is the oldest of the Orange lodges in the city.

Derry Lodge No. 1400

Derry Lodge No. 1400, L.O.L., is the baby adult lodge of the city and was formerly located at Point Edward. In the early days it was composed mostly of railway men and when the tunnel was built it moved to a location near the railway terminal. However, now it meets with the other lodges in the Orange hall. The officers are:

(Continued on Page 15)

Lodge Of Odd Fellows

The Lodge of Odd Fellows, now one of the oldest and best known orders in the realm of fraternal societies, had its origin in England in the latter part of the eighteenth century and from England the movement has encompassed the globe.

It was at this time a custom in large English cities for the workmen to meet in the evenings for social recreation. These gatherings gradually assumed a more definite shape and purpose, and into the social deliberations was introduced a form of ceremony for admission of new members. Then the ritual was introduced. Funds were raised, parades held on the streets with the members of this social fraternity masked and garbed in comic costume.

Introduction to America

The order was introduced to America on April 19, 1819, when five British emigrants residing in Baltimore, Maryland, met together and organized Washington lodge, No. 1, in that city, though this was not the first lodge on the American continent. One had been established in New York City in 1806, and another in Halifax, Nova Scotia, in 1815, but after a short life went out of existence, and Washington lodge, No. 1 became the parent of American Odd Fellowship.

Odd Fellowship spread, and the first lodge organized in Canada was Prince of Wales, No. 1, instituted in Montreal on August 10, 1843. The first lodge instituted in Ontario, Canada West as it was then called, was Victoria lodge in Belleville.

Sarnia Lodge, No. 126, was in-

stituted January 26, 1874, with the following membership: admitted by card—D. McColl, A. Suhler, H. Neal, H. Peyton, J. Giles, D. McKay, John Ross, Richard Glynn; initiated—Charles Fischer, E. Bassett, E. H. Johnston, C. M. Garvey, William Luscombe, D. McIntyre, J. McIntyre, W. Merlin, C. Foster. Later in the year Samuel L. Clark and H. M. Poussette, who died within the last few years, took out their memberships and at the time of their deaths were the oldest members of Sarnia lodge. The oldest living member of the lodge is James Lucas, Euphemia street, who was initiated August 19, 1877.

First Noble Grand

David McColl was the first noble grand of Sarnia lodge, and the following have occupied the positions: David McColl, Henry Neal, Henry Peyton, E. H. Johnston, Dr. A. C. Poussette, Charles Fisher, John Ross, William Luscombe, Charles A. Frink, J. J. Clement, E. L. Clark, Daniel McKay, George Williams, Charles E. Foster, John W. Smith, Joshua Matthews, Samuel W. Mann, Thomas Dundas, George Williams, James Lucas, Richard Bell, Andrew Cook, J. W. Smith, William Cook, William Kenney, E. P. Battley, James Skeoch, James Shanks, Dr. J. G. Morrison, John Farr, John P. Brunette, James Dolg, William Ellis, John McGregor, W. Hall, W. R. Paul, W. J. Barrie, W. G. Roger, W. H. Pitfield, James McIlhagga, Robert Irvine, E. Harkness, R. E. LeSueur, William J. Shanks, David Lucas, Charles Buchner, John Wil-

(Continued on Page 15)

Changes Come and Changes Go But The Standard Of Our Brands Of Salt Is Always Well In Advance Of The Times

Thirty years after Sarnia was settled, salt was first discovered in large deposits in Ontario.

The people of this district are living above one of the greatest and purest deposits of Rock Salt in the world, and of sufficient quantity to supply the needs of this country for hundreds of years to come.

At our Works, Lake Huron water is pumped down to these salt beds to dissolve the rock, the brine being forced up to storage tanks where it is treated to remove any impurities. From there it flows to the most modern triple-effect vacuum pans where the salt is extracted from the brine by evaporation which renders it sterile.

It is made doubly pure, being Twice Washed, filtered and screened before it is packed in sanitary containers. It is not touched by hand during the entire process of manufacturing or packing. Contrast our present day method of refining and packaging with the earlier days when salt was made by solar evaporation and was much handled, and even today in some countries this method still prevails.

For your own protection, and for the support of Canadian employment, you are urged to insist on Sifto and Century Salt, when you buy from your dealer.

HOUSEHOLD SALT, FLAKE SALT, DAIRY SALT, FINE SALT, COARSE SALT, ROCK SALT, SMOKED SALT, BLOCK SALT, PLAIN, IODIZED AND SULPHURIZED

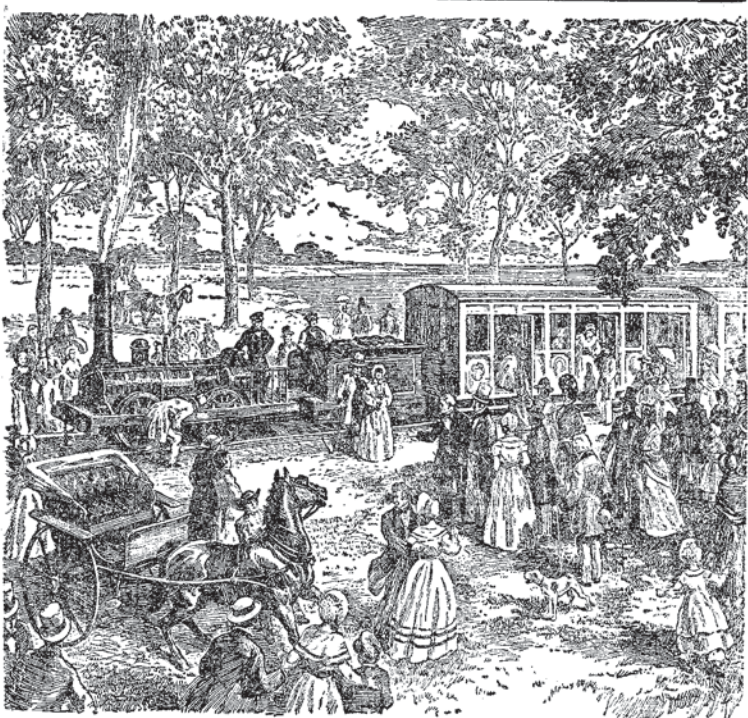
— Canada's Standard of Quality For Over 30 Years —

THE DOMINION SALT CO.

Producers Of Salt For Every Purpose



Canada's Railway Centenary



THIS year is Canada's railway Centenary. On July 21st, 1836, Canada's first steam train was operated between Laprairie and St. Johns, Quebec, over the Champlain and St. Lawrence Railway, the first link in the chain of railways which now constitute the Canadian National System. The opening was made the occasion for a gala celebration at which tribute was paid by the leading citizens of Lower Canada to the founders of the Company. These far-seeing men, whose immediate object was the creation of a transportation link between Montreal and New York, were pioneers of Canada's development.

But perhaps even they could not visualize the vast country that would be built up as a result of the introduction of the steam railway. The sixteen miles of line over which the "Dorchester", Canada's first locomotive, hauled the coaches carrying the distinguished guests of the Company, has developed into the great Canadian National System, with 24,000 miles of line serving Canada from the Atlantic to the Pacific. The drawing, depicting the start of the first train, is from a painting by Adam Sheriff Scott, A.R.C.A., and is reproduced by courtesy of the Royal Bank of Canada.



TELLS OF HARDY MEN WHO PIONEERED SARNIA IN EARLY DAYS

Fishing Was One Of The Big Industries a Half Century Ago

Late Marcus A. Hitchcock, a Fisherman of Many Decades ago in his Later Years Described the Changes Created by Time—Had Great Admiration for the Hardy Men of Those Times.

Editor's Note:—The following article written for The Canadian Observer some years ago by the late Marcus A. Hitchcock, a pioneer of the early days contains much information of interest at the present time.

Shut your eyes and stand on a visionary river's bank with swirl of blue water, a mile wide, coursing past. Let your imagination roam free and see an unpretentious huddle of hastily constructed shacks—in the modern sense, in a struggling, uneven, untidy line, bordering the sides of a rutty street, with board sidewalks and lighted by oil lamps at the intersections. In the spring and fall, when the rains came down, the roadway was a veritable quagmire despite the drainage toward the river which, often as not, flooded the cellars of the buildings on the west side of the street.

Main Street
Pass on over the main street. For that is the main street of the vision. Ahead of you, for miles as far as you can see through the dense underbrush and the background of forests which encroached closely to the town itself, extends a huge tamarac swamp, filled with all manner of things. There is little to tempt the eye there, but the frogs and mysteries of the place attract the small boy and his duck boat as unerringly as does the flame the moth.

Past the huddle of houses extends the forest, broken here and there with tiny settlements, but far remote from the pretentious place of between 2,500 and 3,000 inhabitants. To the north there had grown up a few shacks sheltering fishermen who dragged a living from the lake, their only reason for existence being their easy access to the lake without traveling through the swift current of the river or plodding through the miles of swamp that stretched between the little town and the lake front.

Sarnia of the 40's
All this was Sarnia of the early 40's, years before it even aspired to the place in the sun it now holds.

Sarnia wasn't always the city of well paved streets and modern conveniences it is today. Not always did the huge trees along the residential sections cast their welcome

shade when the torrid rays of the sun beat down upon the shriveling earth. Time has worked, wondrous changes in the conditions and contour of the city. Time, progress and man. Today the Sarnians of generations later, have at their finger ends the conveniences and comforts, as a recognized part of their everyday existence, that money could not buy in the old bush and swamp lays of the early parts of the last half of the last century.

Much has been written of the earlier days of Sarnia; of the days when the red man was prevalent and back up slowly by the French-Canadian and English settlers, who left the comforts of their European countries for the wild, wide open spaces of the new world. But the Sarnia of that latter day, when the present city was slowly growing up around dank swamps that bordered the St. Clair river and Lake Huron has been little touched upon.

Hardy Type
They were a hardy type, those old Sarnia boys who have mostly passed on to their reward. They had to be in the old bush and swamp to live, and with their passing the last of the colorful, hard living old timers of an age and era that will never return, a new page has been written into the glorious history of Sarnia.

Fishing was one of the big industries of that time. None of the conveniences of today were available to the men who wrested a hard living from the treacherous waters of lake and river in the spring and in the fall. The old seine nets, one end attached to a cumbersome row boat, out as far from shore as the nets would permit, and hauled along the shore end by a horse, scooped the fish from their fresh water home into the waiting baskets of the fishermen to be transported to the Port Huron fish market and thence to the more populous cities of Eastern United States. Sarnia was unknown then, but Detroit, Cleveland, Toledo and scores of other cities enjoyed the fish from this port.

Sturgeon Were Useless
Sturgeon, one of the prize fish of the lakes today, was a useless catch in those days. Then they were stacked along the shore and sold to any Indian who wanted them for fertilizer for ten cents a load. Millions of dollars worth of this fish were left to rot for want

of a market. Pickerel were plentiful in those days, much more so than they are today, but they had to be. The fishermen received all the way from 1/2 to 2 1/2 cents a pound. Today they are so far above that price that figuring out how much money he would have made under old fishing conditions with new conditions, will give the average old timer a headache.

Veteran Fishermen
Most of the fishermen who played the lake for their livelihood have passed on, but the Kemsleys, the Gallies and Art Wees, whose families are still carrying on the old trade and Joe Loosand who was a power among the fishermen of the old days before modern Sarnia stepped out from the swamps and woods to take its rightful place in the scheme of things.

The lake wasn't the only thing rough in those days. The government had not taken over control of the fishing rights and it was every man for himself. It took more ground to operate the seine nets than the present pond net system and when the factions would overlap on the fishing grounds there would be an argument and more than one great fist battle marked the fishing season and heightened the monotony of the daily toil. Mark Hitchcock's father was chief of police, among other things, in those days and the loser usually hauled the winner up and the chief had to settle the matter until another pair of nets conflicted.

This old Sarnia wasn't very big but there was no lack of excitement. Across the river was Port Huron, where the lumberjacks and sailors were won't to congregate with their wages to blow and all the liquor they could buy to drink. Those were the palmy days of Butler street, when that thoroughfare had a wide reputation. Butler street today wears its mantle of respectability, but it cannot hide the scars of those wild days. The ancient buildings that line the street have the air of old people sleeping who have tasted the dregs and come through with the marks of their sins deep-lined on their faces, even in repose.

River Transportation
It is a long call from the old mule driver, Jimmy Moffat used to carry passengers from Sarnia to Port Huron to the large splendid ships that cope with the automobile traffic nowadays, but that old scow was a bigger thing in Sarnia's transportation life than any other thing that ever followed in bridging the St. Clair river. Four mules, trotting round and round in an endless circle, propelled the boat from the foot of Lochiel street to Butler street. It was a long trip in those days, but there was no machinery to get out of order and as long as Jimmy kept his power plant supplied with hay and oats they never protested through their long day. They were followed by paddle wheel ferries, which in turn, were superseded by the Dormer and Beard and today the City of Sarnia and City of Port Huron, plough up the waters at a speed that is break-neck compared to the slow, labor-

FOUR GENERATIONS



This group was taken shortly prior to the death of the late Marcus Aurelius Hitchcock. It shows the late Mr. Hitchcock standing at the left beside his son, Samuel J., a well known figure in the city today and the latter's son, Stewart Embury Hitchcock and his son, Stewart Kerr Hitchcock.

ous progress of 75 years ago.

Sailboat Flotilla
Sarnia isn't the port it was in the days of sail. In 1855, just before the ice came down there were between 300 and 400 sailing boats from Lake Erie points stationed in the river from the Cleveland Mill dock to the Mueller plant. Four abreast they waited for the wind to blow from the south and clear the lake of the ice that barred their progress. A steady week of south-

erly winds cleared the way for them and they struck up the lakes only to have the wind shift and the whole fleet turned tail and just beat the oncoming ice into the river. That was the greatest flotilla that ever anchored off Sarnia at one time and the natives of the village at that time witnessed a sight that has probably never been equalled in inland waters and something that can never happen again. Steam has superseded the

sail and the white winged rovers of the seas will never come back into their own.

Lodge Of

(Continued From Page Fourteen)

kins, James Miller, J. F. Wilson, Edgar A. Mills, A. E. Sanders, F. W. Leckie, W. D. Granger, George A. Proctor, Fred E. Couse, William Boulger, Clarence Blacker, Fred Corrick, Wallace J. Mills, John Corrick, John B. Williams, William J. Batten, Albert V. Lee, George L. Williams, Mahin W. Swafford, Thomas J. Bulman, George W. Skerratt, Roy Mills, W. J. Sharpe, John C. Hampton, Gilbert T. Leckie, Cecil H. Foster, A. G. Wheeler, D. E. Leslie, R. H. Miles, Fred Foster, S. W. Tennant, William Guthrie, L. C. Fiddes, James Keys, E. J. Marshall, James Gammon, George Brown, O. E. Bohannon, L. St. C. Slater, J. A. Lackie, J. T. Patton, Thomas H. Lucas, Roy Codling, Claude McMann, L. N. Stubbs, George McIntyre, C. R. Hoskins, Frank Spice, Willard McMahan, George Osborne, E. J. Hannan, Harold K. Guy, Howard McGregor, Cecil Waldeck, J. A. Ellenor, Murray Kirk, Russell Smith, George Wilson, Bert Ridealgh, William Campbell, H. F. Coe, Charles Wilson, W. A. Van Natter, Thomas Guthrie, John Prudom and the present incumbent, Archie Guthrie.

Largest Membership

Sarnia lodge has the largest membership in St. Clair district, No. 4, and has been outstanding among the lodges in the country. With a large membership, which has been fairly well retained, this lodge is in an enviable position. The lodge owns the three-storey property on North Front street, the affairs of which are in the hands of the trustees, J. C. Hampton, Harvey W. Unsworth and Murray Kirk. For a number of years William Guthrie, M.L.A., was a member of the board, but resigned recently, owing to pressure of business. Outstanding in degree work, Sarnia lodge has brought honor to the lodge and to the city, more especially in the conferring of the third degree. In 1921 in Toronto, at a convention of the Sovereign Grand lodge, the third degree team of Sarnia lodge won first prize, a cheque for \$200, in open competition with any Odd Fellow lodge in the world. The

personnel of that team was as follows: W. J. Sharpe, T. H. Lucas, L. N. Stubbs, William Guthrie, Charles Smith, E. S. Phillips, George Brown, L. St. Clair Slater, D. E. Leslie, Walter Granger, Earl White, C. F. Ready, J. T. Patton, C. H. Foster, Claude McMann, Hugh McCrie, J. W. Simpson, C. R. Hoskins, James Keys, John C. Hampton, Roy Codling, A. L. Parsons, James Gammon, George Murphy. Later at a similar convention at Detroit, Sarnia was awarded second prize.

Several years ago a plot centrally located was purchased and recently a committee was appointed, having in mind the erection of a suitable monument to the honored dead in Lakeview cemetery. To those who labored so well, we of this noble order pay our tribute.

The present officers of the lodge are: junior past grand, John Prudom; noble grand, Archie Guthrie; vice-grand, Nate Neely; recording secretary, W. J. Batten; financial secretary, T. H. Lucas; treasurer, C. H. Foster; warden, Clifford Guy; conductor, Harry Sinclair; outside guardian, Peter McMillan; inside guardian, Arthur Bishop; right supporter noble grand, James Keys; left supporter noble grand, Sydney Capps; left supporter vice-grand, Fred Sadler; right supporter vice-grand, George Wilson; right scene supporter, James Gammon; left scene supporter, Lewis Jones; chaplain, Leslie Leckie.

Loyal Orange

(Continued from Page 14)

worshipful master, John J. Keyes, and secretary, J. Morrison.

The Scarlet chapter, the highest Orange Order with the exception of the Black Knights, was organized almost as soon as Union lodge and it holds a meeting once a month.

The Black Knights held a reunion at Bayview park last August which was largely attended. It is four years since the Orange Order lodges have held a walk in Sarnia.

Closely connected with Orange lodge work is the name of the late Randall Kenny, who was first president of the Orange association in the city. He was followed by Mr. McDonald.

Royal Arch

(Continued from page 14)

Wawanosh chapter at the present time is the ninth oldest chapter of 253 chapters under the Grand Chapter of Canada. At the time of organization there were nine charter members, three honorary members, and three joining members, making a total membership of 15. Wawanosh is the sixteenth largest chapter under the Grand Chapter of Canada. The present membership is 267.

The oldest set of bylaws I have been able to locate were printed in the year 1886. They have a note on the front page, "Printed by The Observer Steam Press, Sarnia."

The name Wawanosh, I understand, was adopted from the Indian chief, whose picture appears on all Wawanosh chapter pennies.

On November 16, 1934, the companions held an At Home. All the companions and their families were invited to attend. This was to celebrate the 75th anniversary.

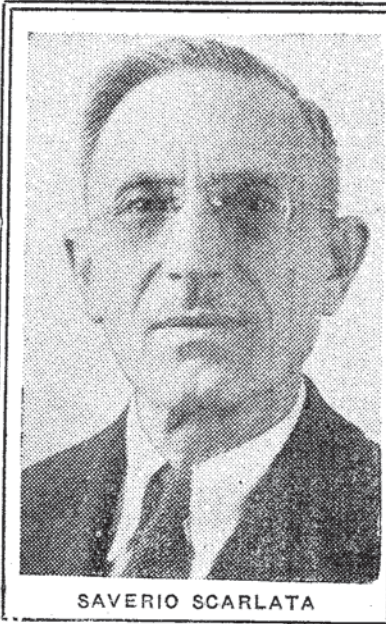
Several of the present companions hold Grand Chapter honors: Rt. Ex. Comp. O. S. Clark, Rt. Ex. Comp. Alex. Saunders, Rt. Ex. Comp. R. E. Strain, Vy. Ex. Comp. E. J. Marshall, Rt. Ex. Comp. W. J. Barrie, Vy. Ex. Comp. J. H. Teasell.

Hiawatha Chapter
Hiawatha chapter, No. 252, was instituted on February 6, 1931, and received a charter dated May 16, 1931. There were 31 charter members, most of whom were members of Wawanosh chapter and still retain their membership.

Wawanosh chapter officers for 1936 are: Z. Ex. Comp. R. A. McGeachy; H. Ex. Comp. C. Clarke; J. Ex. Comp. H. L. Johnston; I. P. Z. Ex. Comp. J. H. Christon; treasurer, Comp. W. R. Paul; scribe E. Comp. W. W. Simpson; scribe N. Ex. Comp. J. H. Green; prin. soj., Comp. R. J. Anderson; senior soj., Comp. A. H. Payne; junior soj., Comp. R. Collum; outer guard, Comp. C. W. Hanna; 4th veil, Comp. E. Spinks; 3rd veil, Comp. A. McLocklin; 2nd veil, Comp. H. Smith; 1st veil, Comp. C. E. Pace; organist, Comp. A. Churm; auditors, Rt. Ex. Comp. A. Saunders, Ex. Comp. H. F. Hall; representative on Masonic stock, Comp. F. Joanes; director of ceremonies, Vy. Ex. Comp. J. H. Teasell.

Sarnia's Pioneer Fruit Vendor

SAVERIO SCARLATA



SAVERIO SCARLATA



JACK SCARLATA



FRANK SCARLATA

Growing With Sarnia For More Than 38 Years

Thirty-eight years ago, Mr. Saverio Scarlata, founder of the wholesale and retail fruit and vegetable business bearing his name, migrated from sunny Italy to Sarnia. The beginning of his business in Sarnia was very small and seemingly unimportant, but like those early settlers, who founded this city, he worked on diligently consistently improving his service and acquiring more customers.

He watched Sarnia progress into the important city it is today, a city which stands high in population and trade with other cities in the Dominion. He kept pace with the growth of the city and his business grew to a point where it is first in Sarnia minds when fresh fruits and vegetables are needed.

Mr. Scarlata believes that the enduring qualities that built his business to the position of importance which it now occupies are hard work, service, honesty and fairness to all.

Two sons, Frank and Jack, are now associated with the founder in the business. Their message to the people of this city on this important centenary celebration is that each and every one may be blessed with many years of continued happiness and prosperity.

Scarlata Fruit Markets

190 N. Christina Street

Sarnia

165 Lochiel Street

-- 1905 -- -- 1936 --

Serving Sarnia For 31 Years

THE HISTORY OF THE
A. H. HELLER FURNITURE CO.
LIMITED

Mr. A. H. Heller came to Sarnia thirty-one years ago and became a partner of his brother Samuel Heller, who was already in the business of House Furnishings in Sarnia. They remained in business together for ten years, after which Mr. Heller's brother moved to Toronto where he is in business under the name of the Danforth Furniture Company. During their work together Mr. Heller and his brother were interested in Real Estate and built thirty houses. For five years they also owned a Grocery store at the corner of Chippewa and Christina streets, erecting the building themselves. Following Samuel Heller's departure from Sarnia Mr. Heller and Benjamin Heller started a Ladies' and Men's Clothing Store at the corner of Lochiel and Victoria streets, remaining in business together for five years.



A. H. HELLER

In 1922 Mr. Heller seeing the need of a new Furniture Store in Sarnia built his present store which is situated on Christina street. Three years ago Mr. Heller applied for a Charter to the Ontario government and re-organized the business under the name of The A. H. Heller Furniture Co. LTD., himself remaining President and Manager of the Company. During the past thirty-one years Mr. Heller has been patronized by many citizens of Sarnia and has given his patrons quality merchandise and reasonable prices.

Mr. Heller has three children his oldest daughter Myrtle is married to L. Starkman, druggist in Toronto. His son E. Maurice Heller is entering the sixth year in Medicine at the University of Toronto. His youngest daughter Helen is in the third form at the Sarnia Collegiate Institute. She is the Miss Heller who was successful in winning the Junior Girls' W.O.S.S. A. Oratorical Contest for Western Ontario.

Some of the specials being featured at the present time by the A. H. HELLER FURNITURE CO., LTD. are namely:
12 PIECE CHESTERFIELD SUITE AT \$69.00
7 PIECE BEDROOM SUITE AT \$39.95
4 PC. WALNUT BEDROOM SUITE (better make) \$69.00

THE A. H. HELLER FURNITURE CO. LTD., is sole agent for Hostess Refrigerators, agent for Jewel and Empire stoves, Westinghouse Washers and Radios, Stewart Warner Radios and also represents many more companies. Everything necessary for a comfortable home may be found here and can be purchased on easy terms if required.

A. H. Heller Furniture Co.

CITY LEADS IN LIBRARY WORK

Sarnia Library Has Reputation Of Being A Most Efficient One

Today's Institution has Been Built up to a Point Where More Than 22,000 Volumes had Circulation of 156,000 in 1935.—Sarnia Library Initiated County Library System in Province of Ontario by Establishing Lambton County Library Association in 1931.

(By Margaret E. Hughes, Staff of the Sarnia Public Library)

The story of library beginnings in this district dates back to the year 1838. A letter published in The Western Herald of Sandwich issue of January 23, 1839, places Sarnia among the first communities in Ontario in the matter of library activity. It reads, in part, as follows:

Sarnia, Jan. 17, 1839.
To the Editor of The Western Herald:

Sir—As it is one principal use of the public press to assist in the dissemination of useful knowledge, I take this opportunity of calling your attention to the establishment of an institution in this place, which has that particular object, exclusively, in view—I mean the Sarnia and Plympton Library.

About the beginning of last year, a few persons in this place, feeling the want of such an institution, resolved to make an effort to establish one; accordingly they met together in our school-house, and though few in number, and many discouragements in the way, they determined to use their utmost exertions to collect books, and put them in circulation as speedily as possible. . . . By the middle of October we found ourselves in possession of nearly a hundred volumes. Another meeting was then called and the books were put in circulation immediately. . . .

Should any person or persons wish further to assist us in the cultivation of the moral taste, we would let them know that any donations for that purpose, great or small, will be thankfully received. Address to the care of M. Cameron, Esq., Port Sarnia.

Ebenezer Watson,
Secretary to the Sarnia and Plympton Library.

A Glorious Example
Editor Henry C. Grant, of The Western Herald, commenting upon this communication, observed: "What a glorious example is here presented for imitation by the several towns along our extended frontier. Even the capital of the Western District may blushingly look up to the public spirit of the people of Port Sarnia, and confess its own delinquency. The thirst for knowledge, if it ever existed here, generally long has been superseded by a thirst for something less exceptional."

Prior to this date, book distribution had been established in only a few centres in Ontario. Niagara boasted the first library. In the year 1800, while the Mechanics' Institutes had been formed in Toronto and Kingston in 1835, Brantford in 1836, London in 1842 and Hamilton in 1839. Sarnia is thus classed with communities which had been settled for a much longer period.

As the above letter shows, this early library might properly be termed a sharing of the books and

newspapers in the possession of the few families in the district, along with any donations they might receive. As other settlers and the first teachers arrived, they would contribute to, and profit by, this book distribution. The first library developed into a Mechanics' Institute which was opened on Front street about 1860, and later moved to the city hall. The books in this collection were finally moved to the collegiate institute and for a period the library ceased to function. In Point Edward a Mechanics' Institute was established about 1879.

Petition for Public Library

In 1898 several public-spirited citizens, led by the late R. G. McArthur, circulated a petition for a free public library and presented it to the town council to obtain the necessary bylaw. This petition was heartily endorsed by the citizens and the following year the bylaw was submitted and carried far over other money bylaws. This resulted in the formation of the first library board, with R. MacAddams as the chairman, J. Sperman as the secretary and William Sweet as the first librarian. One member of the first board, N. S. Gurd, K.C., is now serving his thirty-seventh year as a member of the Sarnia Public Library board. A small room was rented in the King block, and the library was housed there until 1902, when a Carnegie grant of \$15,000 made possible the present fine building on Wellington street—the second Carnegie library in Ontario. Chatham public library having been opened a few months previously. The Sarnia library was opened on Nov. 27, 1903, and three years later a second Carnegie grant of \$5,000 was provided for additional stock room.

Has Kept Pace
From then on, the library has kept pace with the steady growth of the city, and citizens of Sarnia may be justly proud of its record. Starting in 1899 with 2000 books and an annual circulation of 2,500, it has developed into an active institution of more than 22,000 volumes with a circulation of more than 156,000 in 1935. This has been brought about by the progressive ideas and interest of succeeding library boards and librarians. Several times our library has been commended by the provincial government as an example of what a public library should be and how it should function. The Sarnia public library claims the distinction of opening the first children's room in Ontario, and appointing the first children's librarian, Miss Sperman. In addition the first story hour for children was held in the Sarnia library, and the department of education was so impressed by this innovation that Miss Sperman was commissioned to visit other libraries in the province for the purpose of introducing the weekly story hour. The question of allowing patrons open access to library shelves was a vital one for many years, and in

Amaryllis Sarniensis

(The Sarnia Lily)

The Island of Guernsey (Sarnia) has long been noted for this lily. The tradition of its origin is that a Dutch vessel homeward bound from Japan was wrecked on the island and that certain bulbs, part of the cargo, were washed ashore and took root in the sand. Lord Hatton was then governor of the island for King Charles II. Attracted by the wonderful beauty of the blooms he not only took care to transplant and cultivate this flower himself, but sent roots of it to a great many botanists and florists in England.

The Sarnia lily is a rose colored flower, scentless and glittering with gold dust. Country tradition says it was brought to the island by a fairy man, who having carried away a Guernsey girl to be his bride, left this flower as a memento, a strange, odorless, beautiful blossom decked with fairy gold.

Mrs. T. W. Nisbet has a Sarnia lily which has been in the Vidal family for a great many years. Notwithstanding its age, the lily is still healthy and vigorous and early this summer displayed its beautiful blooms.

PLAYS PIPPA PASSES

Boston.—(CP)—The Radio Guild of America honored a former Boston girl, Eunice Howard, by selecting her adaptation of Browning's "Pippa Passes" for their broadcast on the anniversary of Browning's birth. Miss Howard, a graduate of Emerson College, sings and plays the title role. It was the first American performance of "Pippa Passes" on the radio.

In this respect Sarnia again led the way, abolishing the vogue of the old wicket system through which all requests for books had to pass before the book itself could be seen. 1931 was another epoch date in the history of the library, when an up-to-date boys' and girls' room was opened in the lower floor of the building.

Honored by Province
Signal honor has come to Sarnia in the Ontario Library Association, in that four times since 1907 has the president of the association been a member of the Sarnia Library board. N. S. Gurd, K.C., served two terms as president, the late D. M. Grant one, and at the last meeting, held in Toronto in April, 1936, Miss Dorothy Carlisle was elected president for the year.

The most outstanding achievement in recent library history in this district has been the formation of the Lambton County Library Association, in 1931. Planned and inaugurated by Miss Carlisle, and sponsored from the beginning by the Sarnia Library board, it is now being continually pointed out as an example to other districts that are considering a similar project. At the present time, there are ten counties in Ontario organized for county library work, founded on the Lambton idea. When the Lambton association was formed, there were seven co-operating libraries with a total of 220 books. In 1936 eighteen libraries belong—one hundred per cent membership!—and a van is needed to transport the books from one library to another. This development is characteristic of a library-minded community and, with the continued support and cooperation of its citizens, the next fifty years will be as progressive as the last half century, both in the county work and the city itself.

HOUSES MAY BE MINUS CELLARS

Little Use for Them Nowadays With Modern Equipment, Architect Thinks

Worcester, Mass.—(CP)—It may sound like heresy, but there is a growing opinion that cellars have become obsolete, remarks The Telegram. Recently J. Andre Foulhoux, French-born and French-trained, won a prize offered by the New York chapter of the American Institute of Architects for the best design of a home to cost from \$3,000 to \$5,000. Mr. Foulhoux designed a commodious seven-room dwelling without a cellar. He thinks the cellar unnecessary. Very possibly it is.

In the old days, cellars were necessary for storage. Our ancestors didn't have automatic refrigeration, they didn't always have refrigeration by natural ice. They used their cellars and springhouses instead. They had to store a great many vegetables and considerable meat, because stores were few and far apart and comparatively inaccessible.

Then came the furnace and the great coal bin. Nowadays, even the coal bin is disappearing, the furnace seems to be dwindling in size. One may have an oil burner, occupying comparatively small space, getting fuel from an outside tank. In Mr. Foulhoux's design, the central heating system is supplied by a machine placed in a closet off the kitchen. No need for a cellar there.

The Knights of

(Continued from page 14)

to be initiated, and David Donaldson, who with several others received their three ranks on April 13, 1893, which was the date of the institution of Johnston lodge.

Always progressive, the Knights of Pythias have sponsored many successful local events. The lodge and club quarters in the Watson block, under the guiding hand of Tom Manley, Homer Robertson, Elmer West, supported by Pars. Bucke, Rae Eacrett, Charley Cowley, Charlie Donald, Homer Lockhart, Tom McCann, Norris Gibb, Robert Simpson, Tom Whitley, Stuart Simpson and a heavy influx of new members in the succeeding few years, made Johnston lodge one of the most progressive and influential in the Grand Domain of Ontario.

Changes of Location
On the sale of this property the lodge moved back to its original home in the Sons of England building and later to the Odd Fellows' hall, but the old spirit of many of the members remained, and it fell to one of the older members, Robert Simpson, the present Keeper of Records and Seal, to pioneer a new lodge home, Castle Hall, using the whole second floor of the Peter Clark block, where handsome and convenient lodge and club quarters provide the Pythians with every facility. Elwood Phillips, Dave Donaldson, W. J. Lannin, J. Gravelle, Wilfred Haney, Harry N. Phillips, Pres Bartlett, Tom McCann, T. A. Pilkey, Ross W. Gray, K.C., Harold Fuller, F. P. Dawson, K.C., J. E. Lea and many others led the lodge to further expansion.

Trophies are provided for the school football league and presented at an annual dinner.

The Princes of Syracuse, the junior lodge, was recently organized. The spirit of Pythianism still prevails. The true knight does no man wrong and Pythian friendship is as boundless as time. Many a young man has been broadened and developed through Johnston lodge.

Silver Jubilee Palace
Although in infancy, Silver Jubilee Palace of the Princes of Syracuse promises to be one of the most active lodges in the city. This organization is composed of boys between the ages of 14 and 21 years. Nationality and religion are neither qualifications nor barriers against membership. All that is asked of an applicant is that he be of good character, that he believes in a Supreme Being and that he is willing to live up to the principles of the order, which are truth, honor and obedience.

The Silver Jubilee Palace was organized on May 24, 1935 and since then has assisted in organizing Lord Selkirk Palace at Wallaceburg. The experience gained by the boys in the conduct of the palaces is of great value to them when they become adults. The necessity of keeping accurate records and the value of good government is impressed on the young members. The boys go into camp at the lake during the first two weeks of August under the supervision of Johnston lodge.

With George Taylor as immediate past chancellor to spur them on to greater efforts, the young officers who are this year occupying the chairs are putting forth every effort to keep Johnston lodge up to the high standard it has always enjoyed. The officers for the present year are: James Wyseman, chancellor commander; Frank McPhedran, vice chancellor; Fred James, prelate; M. Shapiro, master at arms; J. E. Lea, master of work; Fred Forbes, inner guard; Overton Mannen, outer guard; Robt. Simpson, K.R.S.; Max Zierler, M. of E.; M. Bernard, M. of F.; John Wocker, assisting M. of F. T. A. Pilkey is district deputy grand chancellor.



To The Citizens Of Sarnia:

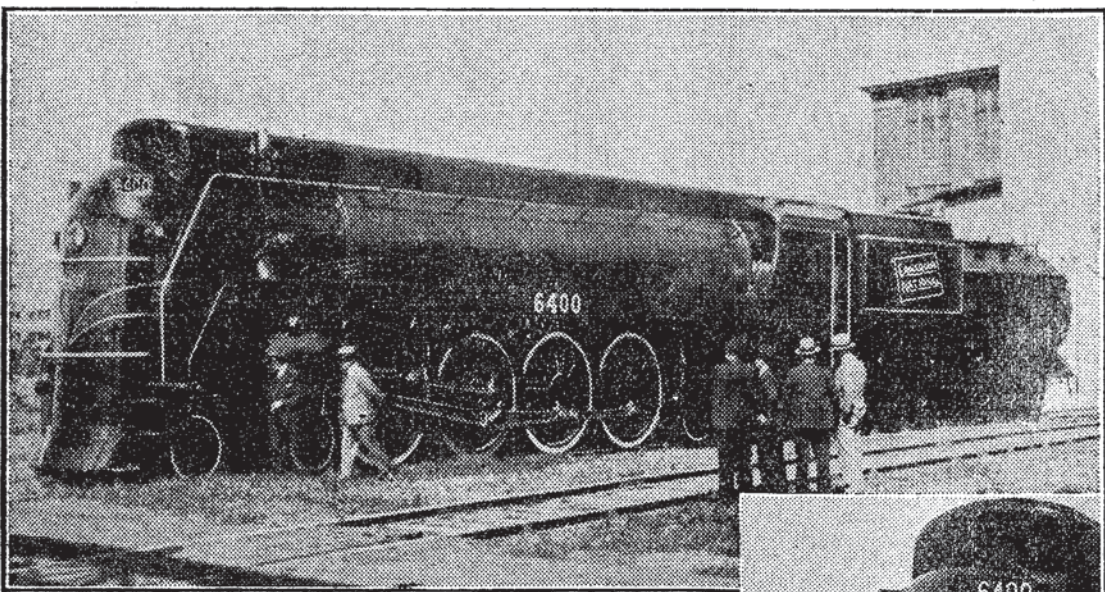
- Our entire organization joins with you in celebrating the 100th Anniversary of this city; and in commemorating the courage and achievements of the pioneer forefathers of Sarnia's present citizens.
- This city's progress adds glory not only to the city itself, not only to the Province of Ontario, but to our entire Dominion.
- WAY BACK WHEN Sarnia was founded — or possibly even some years earlier — the forefathers of Walter P. Zeller, president and founder of Zellers Limited, were among the pioneers of the province. In 1831 they were settling on the farmlands of Waterloo county.
- With this background of Ontario ancestry, dating back 105 years, the president and founder of our Company enjoys the pride of all true Canadians which the progress of one of Ontario's cities engenders.
- ON THE 100th ANNIVERSARY of Sarnia, Zellers Limited, a Canadian Company incorporated in 1931 under a Dominion Charter, is proud to continue serving you, on the same fundamental business principles followed since inception:
- Maintaining well-assorted stocks of everyday needs, staple, seasonable and style merchandise of good quality.
- Low prices made possible through buying direct from manufacturers and selling exclusively for cash.
- Truthful advertising.
- Courteous service in pleasant surroundings.
- Satisfaction guaranteed or money refunded.

For Your Patronage
In The Past---We
Thank You!

ZELLERS LIMITED

238-240 Front Street Sarnia

THE WORLD'S LARGEST STREAM-LINER



LOCOMOTIVE No. 6400 of the Canadian National Railway, the largest stream-lined steam locomotive in the world and Canada's first stream-lined engine has been delivered to the National System for test runs. No. 6400 is the first of five locomotives built to special stream-lined design evolved after exhaustive wind-tunnel and other tests by the National Research Council at Ottawa and officers of the Motive Power Department of the Canadian National Railway.

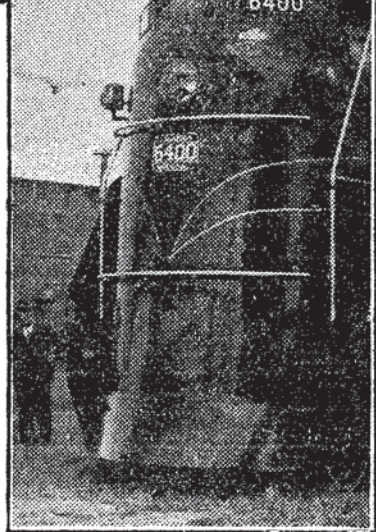
More than 94 feet in length and capable of an estimated speed of more than 100 miles an hour, the new locomotives, constructed by Montreal Locomotive Works, present many interesting features. Conspicuous by their absence at first glance are such familiar locomotive "gadgets" as a cowcatcher, smokestack, bell and automatic coupler. The cowcatcher is replaced in the stream-lining of the

front which extends to just above the rail; the smokestack and bell are present but located within the stream-lining which covers the array of pipes and domes found on the ordinary locomotive. The automatic coupler is arranged to perform a disappearing act, behind a steel door, when not in use.

The new locomotives also feature a new semi-disc type of wheel, stronger and more lasting than the familiar spoke type so long used by engine builders.

A new color design, black, green and bluish-grey planished steel, with bronze numbers on the running board and the Canadian National crest in gold on red background give the new locomotives a pleasing as well as striking effect.

Photographs show the first of the new engines during her inspection by Canadian National Railway and Montreal Locomotive Works officials.



Many Changes Seen In Front Street Business In Years

In Early Days Main Street Was Traversed By Railway Bridge And Bridges Over Durand Ditch

Far Cry From Board Walks to Present Paving

ONLY E. P. BATTLEY REMAINS OF THE MERCHANTS IN BUSINESS ON THE STREET AT THAT TIME-- RAILWAY STATION WAS BETWEEN FRONT STREET AND RIVER

(By P. T. McGibbon)

There have been many changes in the business people along Front street since the days when the Great Western Railway terminal was between it and the river, south of Cromwell street. In those days the Grand Trunk, the forerunner of The Canadian National Railway, had its terminus at Point Edward and communication between the two terminals was by street car or boat. The Belchamber hotel, which has since been turned into an apartment bearing the name, also ran a stage coach to the Point Edward station for the accommodation of its patrons. The roundhouse and freight sheds for the Great Western were south of Johnston street and the wood, which was then burned in the locomotives, was also piled there. A windmill drew water from the river for the engines.

Of the merchants who were on Front street in those days only E. P. Battley, the jeweler, is still there. The only other businesses still functioning on the street, which were there then as I recall, are Barr's jewelry, W. B. Clark's dry goods, Storey's tobacco store, Glynn's gunsmith store and the King Milling Company. The wholesale grocery business of Thomas Kenny, which was also on Front Street, is now carried on on Christina street by his son, William Kenny, under the name of the National Grocers Limited. The Canadian and The Observer were operating as independent newspaper offices at that time. Most of the businesses mentioned have passed from father to son or to the management of associates.

The late Thomas Cook, who when he died a few years ago, was at the head of the City Insurance Company, was a well known figure in Front Street business circles for many years. He originally worked in Michael Fleming's private bank and later started in business for himself, where the National Club now stands. In addition to a private bank he conducted an express and telegraph office.

Mr. Battley worked originally in a jewelry store conducted by Daniel Turner. He started in business for himself in 1887 in the King Milling office building and moved to his present location, on the east side of the street, in 1907.

Bridge on Front Street

In the early days there was a bridge across the railway tracks on Front street, south of Johnston street, while at the intersection of the two latter streets, was Turnbull's boiler shop. At Johnston and Christina streets the curling and skating rink was located. Relying only on my memory I recall that north of Turnbull's on Front street was a house built by a man named Penton and north of it was the home of a Great Western railwayman, James Breslin. A well known resident of the city of that time was a Mr. Baker, who ran the St. Clair House. He lived in the house on the north of Breslin's.

On the southeast corner of Front and Wellington streets stood a cottage occupied by John Mitchell, while on the opposite corner, where now stands the Y.W.C.A. was a vacant lot. My father, P. McGibbon, had a lumber office in the Causley home adjoining and north of that was the Congregational church, which was an imposing structure with colonial pillars in front.

The Alexander House

Where the post office now stands was the Alexander House

Cromwell street, which was operated by Fannie and Millie Banning. Their father conducted a grocery in the store adjoining, where the United Cigar and Olympia Candy stores now are.

The Kenny Firm

One of the outstanding businesses in Sarnia in those days was located in the next building. It was the wholesale and retail grocery of Thomas and Randall Kenny, the former having been the father of William H. Kenny, head of the National Grocers here today. In later years Thomas Kenny took over the wholesale business and moved to where the Bank of Toronto now is. He continued the business under the firm name of T. Kenny & Co. Randall Kenny continued the retail business in a store north of the Belchamber House. The business was originally operated by Gleason.

Adjoining the business of Thomas and Randall Kenny were the dry goods store of Stewart & Wilson and the Mackenzie hardware, which occupied the site where Sturtevant's department store now is. North of the latter was a vacant lot and on it the present Mackenzie-Milne building was erected.

millinery store where the National club is and next to it was a dry goods and tailoring store conducted by T. and J. S. Symington.

The Belchamber hotel was next and then Dan Turner had a jewelry store where A. W. Waters' jewelry store is now. Then came Randall Kenny's grocery store, Ellis & Leys' drygoods store, McMaster's book store and Chalmers' hardware. The Bank of Commerce was in its present location on the corner of Lochiel street.

The Bank of Montreal also had its present location on the opposite corner but later this was extended to include two stores, adjoining it on Front street. Prior to being absorbed these stores were occupied by William Taylor, who conducted a paperhanging business and Watson's clothing store.

Following in rotation were George Wenin's grocery store and ice cream parlor, Charles Morris' grocery and bakery, James Fould's bakery and confectionery

and Richard Glynn, gunsmith. The latter was the father of Charles Glynn, at present in business on the same site.

Wholesale Fruit Business

J. F. Woods & Co. had a wholesale fruit business where the Hydro office is now. Then came W. C. Palmer's grocery and Joseph Kaupp's butcher shop. Rogers' marble works was between the latter and Hiwarden's second hand store and then came the Western hotel.

On the site of The Canadian Observer building was Mackenzie's sawmill and on the southwest corner of George and Front streets was Pringle's tailoring shop. Then came the office of The Canadian, Charles Rose's Singer sewing machine agency and then the home of a family named Lake.

The King Milling offices were to the south and next to them William Hill conducted what was known as the "Cheekered Grocery." Then came Baby's bank, which afterwards was the location of the post office. J. G. McCrae had a bookstore on the northwest corner of Lochiel street, where the Industrial Mortgage and Trust Company building is.

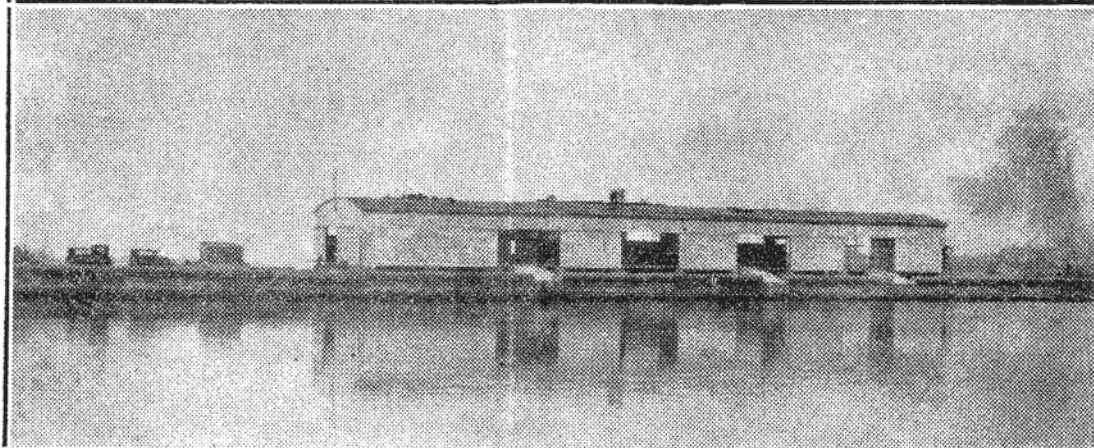
The Lambton Loan & Investment Company, at that time, occupied its present site on the southwest corner and adjoining it was Clement's Drug Store. Then came Callum & LeSueur's shoe store, Kirby's dry goods store, G. S. MacLean's drug store, which was afterwards occupied by the Industrial Mortgage.

PRETENTIOUS HOME OF THE SARNIA SERVICE CLUB



Ex-service men of the city boast one of the finest club homes, vicemen from the war chest fund raised by popular subscription in the province. The Service Club was donated to former ser- during the war years.

Government Wharf And Warehouse



This is a photograph of the wharf and warehouse which were erected in 1934 by the government and fill a long-felt want of the farmers of Lambton county. The building is mostly of steel construction except the floor which is of British Columbia fir. Construction of the warehouse was started early in 1934 and was completed in November of that year. Built by Robert W. McKay, general contractor, the warehouse is 201 feet long, 40 feet wide and 14 feet at the eaves. Four doors on the north and south ends as well as one at the east end of the building, give easy access for shippers.

W. B. Clark followed with two stores and in the adjoining building was the Canadian Pacific Railway agency, conducted by Andrew Dalziel. Above it was a photographic gallery conducted by J. P. Elliott. Next to the C. P. R. office was a lane leading to the ferry landing at Clark's dock. On this corner was Gemmill's drug store, which was afterwards known as Geary's drug store.

The occupants of one intervening store I do not recall, but next to it was that of William Storey, the tobaccoist. Then came Henry

The Observer Office

The Observer office was next and then came Baby's bank, which moved to this location after the post office took its former site. There were no more places of importance that I recall on that side of Front street until Cromwell street was reached where there was a building which housed the offices of the Beatty line of steamers. Further south on Front street where the ferry hill rock garden is now, was the Great Western Railway station. The freight sheds and elevator were further south on the river front.

Nearly all of the sidewalks in those days were of wooden construction and in front of the stores was an almost continuous chain of verandas. The roads of course, were dirt roads.

North of George street, Durand's ditch cut across, intersecting both Front and Christina streets so that bridges were required to cross it. The present armory was built where it was. It was originally the Boys' Brigade hall.

The Old King Home

The brick house on Front street, north of the latter, was the home of James King, the head of the King Milling Company. It is now occupied by the Officers' mess of the Lambton regiment. To the north of the latter, as today, was St. Andrew's Sunday school and church. The red brick house further north, now occupied by the Sarnia branch of the Canadian Legion, was the home of Senator Vidal. North of the old street car barns there was also a brick house which at one time was occupied by T. W. Nisbet, former manager of the Canadian Bank of Commerce. North of there the Cleveland mill afterwards was built, there was a row of houses on the east side of Front street.

On the west side of the street was the residence of Capt. William Fian who had extensive docks on the river front, near by, at which gravel, wood and other cargoes were unloaded. The lane, which ran down to Clark's boat dock was where Bates' jewelry store is now. Ferries left there for Port Huron and steamers for Detroit. The "J. C. Clark" and "Hiawatha" also started from there for Wallaceburg and Dresden.

NEW INDUSTRY FOR BOLTON

Bolton, England—(CP)—A new industry, the manufacture of a new type of artificial stone and a building material described as a "new venture in plastics," is being established here.

NAMEPLATE IS ALL THAT IS LEFT

Marked the "Dorchester" the First Steam Locomotive in Canada

Treasured in the museum of the seminary at Joliette, Quebec, is a small copper nameplate on which is engraved in bold relief the single word "Dorchester." This modest plaque is all that remains of the first steam locomotive to run in Canada. It is just one hundred years ago that the merchants of Montreal saw the practical fulfillment of their hopes and dreams when the engine Dorchester which had been built by Stephenson's at Newcastle-on-Tyne, England, carried the Earl of Gosford, then governor-general, and Lady Gosford and a distinguished company over a stretch of about fifteen miles from LaPrairie to St. Johns.

The utmost secrecy shrouded the arrival of the Dorchester and her trials and the first runs were made at night before only a few privileged guests. The engineers who were sent out from England with the engine seems to have deserted her shortly after arrival and it was some time before an engineer of experience was obtained. He was Ziba Pangborn, a native of Vermont, who was chief engineer of the Molson steamboat line in Montreal.

Was Wood Burner

The Dorchester was a wood-burner and weighed five and a half tons. She carried one cord of wood and one puncheon (84 gallons) of water in a special truck behind the engine. It is said to have cost the "Company of Proprietors" of the Champlain and St. Lawrence, as they were called in the charter granted by the Imperial Parliament in 1822, the sum of £1,500 while construction of the line cost £35,500. The first equipment of the railway, in addition to the engine, consisted of four passenger coaches, only one of which had doors and windows, although the others had a roof. The company had twelve freight cars.

After doing valiant service between LaPrairie and St. Johns the Dorchester was purchased by Bartholomew Joliette, founder of the town that assumed his name after being known for some years as Industrie. It was worked on a short line between Lanoraie and Joliette up to 1864 when tradition says it caught fire one day and all that was left after the fire was disposed of as scrap iron. The name plate which is now in the possession of Les Clercs de St. Viateur at Joliette was picked up twenty-four years later by a farmer in a field adjoining the railway.

Montreal and Champlain

The Champlain and St. Lawrence railway afterwards became the Montreal and Champlain and this in turn lost its identity through absorption with the Grand Trunk which, on amalgamation of the railways in 1928, became in turn an integral part of the Canadian National Railways. The trackage has grown from fifteen miles to nearly 24,000 and the five and a half ton Dorchester has been replaced by engines of the Hudson type carrying 14,000 gallons of water and twenty tons of coal and developing a speed more than four times that of the pioneer engine.

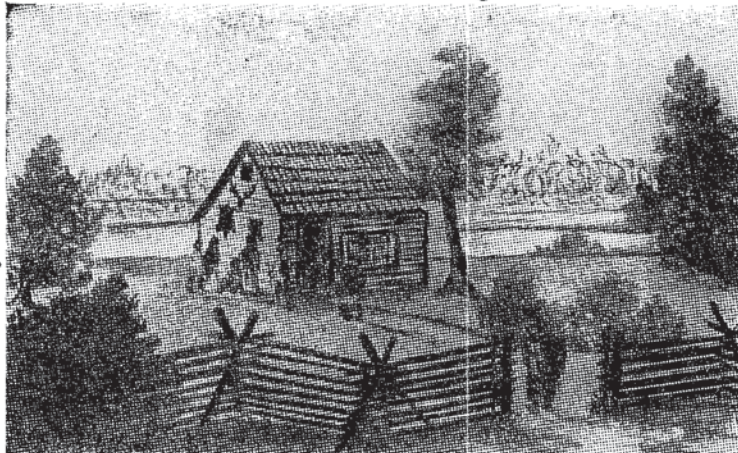
The Dorchester proved somewhat refractory during her early trials and so won the nickname of "Kitten" on account of her playfulness. Owing to the "Kitten's" peculiarities it was deemed advisable to haul only two cars during the trial trip, the other cars being hauled by two horses apiece. Although it seems to have taken nearly two hours to complete the initial trip the engine made the fifteen miles on the following day in forty-five minutes. Afterwards constructed the track consisted of wooden rails to which were spiked flat iron bars about two and a half inches wide and three eights of an inch thick, the spikes were driven two feet apart. There was a constant tendency for the spikes to pull upwards and from this circumstance the rail obtained the nickname of "snake-rail."

PORT SARNIA IN 1836

A year previous to the adoption of the name "Port Sarnia" in 1836, there were forty-four taxpayers in the village, nine frame houses, four log houses, two brick dwellings, two taverns and three stores. There was one carriage. The hotels were operated by Allan and Crompton respectively. Allan's hostelry was the well known "INN", standing on the present site of the Belchamber apartments. It took its title from the sign "INN" which had been swung in the reverse position by the painter who erected it. It was widely known as the "Double-N-I."

Durand's store, the first in Sarnia, stood on what is now the southwest corner of the London Road and Christina street, the property now occupied by Miss Mazie Gard. George Durand at that time was postmaster. Cameron's store, a two storey log building, occupied the present site of the Bank of Montreal, at the northeast corner of Lochiel and Front streets.

One Of The Originals



There is some doubt as to which of two old log buildings of which photographs are available was the original George Durand store, the first in Sarnia. The one pictured here is very likely it. Outside skins may be seen drying on the end wall.

and on the opposite corner of Front and Davis streets, where the Merrison building now is, was the Oakes hotel. A red brick house north of the hotel was occupied by J. D. Murray, who was the agent for the Great Western Railway. It was in reality between two hotels for the St. Clair House was in the same block. Adjoining the latter James Lambert kept a tailoring shop.

There were plenty of grocery stores on Front street in those days, two of which were next door to each other in this block. A grocer named Lee was in business where the Vendome hotel now stands and his neighbor and competitor, to the south, was William Wanless.

Continuing north on Front street, one came to the ice cream parlor on the northeast corner of

Cigar Factory

Then there was a white frame building which was used at various times as a cigar factory and as a barber shop. North of this was a large flag pole on which the storm signals were hoisted. Dave Barr, father of James Barr, operated a jewelry store to the north of this and then came Copeland's bakery. Adjoining it was Michael Fleming's private bank, express and telegraph office, where Battley's jewelry store now is.

William Neil had a shoe store where my drug store is and next to it was the harness shop of Richard Hall. Other places of business were George Leys' gent's furnishings and tailor shop, Daniel Mackenzie's dry goods store and McMurdo's hardware.

The Messes Kenny conducted a

Extracts From The Canada Directory Of 1851-1852

The Canada Directory of November, 1851 containing the names of the professional and business men of every description, in the cities, towns and principal villages of Canada, together with a complete post office directory of the province, included the following information:—

PORT SARNIA

A village situated on the River St. Clair, near Lake Huron, in the Township of Sarnia, County of Lambton, C. W. — distant from London, 62 miles—from Chatham, C.W., 60 miles—from Detroit, 70 miles from Goderich, 65 miles—usual stage fare to London 15s, to Warwick 8s 9d—usual steamboat fare to Detroit, 5s. Population about 800.

Public Officers:

Armour, Rev. Mr., superintendent of schools, Cameron, Hon. Malcolm, M.P.P., for Kent. Durand, G., postmaster. Forsyth, Thomas G., clerk of division court, and custom-officer. McKenzie, H. F.; Watson, John; Skilbeck, Robert, inspectors of licenses. Mudie, Thomas G., clerk of township council. Vidal, Captain, collector of customs. Young, A., coroner.

Agencies, Assurance Companies, Banks, etc.

Amsterdam Fire Insurance Company, W. B. Clark agent. Canada Life Insurance Company, W. B. Clark agent. Equitable Fire and National Loan Fund Life Insurance Companies, A. Young, agent. Niagara Mutual Fire Insurance Company, George Stephenson, agent.

Alphabetical List of Professions, Trades, etc.

Cameron, Malcolm, merchant, forwarder by schooner from Quebec to Chicago—marine railway for hauling out and repairing vessels, square oak, staves, sawed pine lumber, flour in large quantities on demand, land and town lots for sale. Clark, W. B., forwarder, commission merchant, dealer in dry goods, groceries, crockery, shelf and heavy hardware, glass, paints and dye-stuffs. Harkness, W. G., hotelkeeper. Western hotel. Houston & McKenzie, dealers in dry goods, groceries, hardware, crockery, paints, oils and country produce, Daniel McKenzie depository British and Foreign Bible Society. Johnston, Thomas W., M.D., physician and surgeon.

Lambton Herald newspaper, Whipple and Stone, publishers. McIntosh, A., tin and coppersmith, and dealer in hardware. McKenzie, R. and H. F., cabinet makers and upholsterers.

Smart, James, cheap boot and shoemaker, leather store and tanner—manufacturer of all kinds of boots and shoes at cheaper rates than ever before offered in Port Sarnia. N.B., cash paid for hides.

Smith, James, Port Sarnia Exchange hotelkeeper. Stephenson, George, general merchant and land agent. Vidal, Townsend G., ironfounder and machinist. Adams, William cooper. Alexander, James, boot and shoemaker. Armour, Rev. Mr., Congregationalist. Baker, James, Union hotelkeeper. Bell, J., boot and shoemaker. Buchanan, D., general merchant. Cole, John M., boots and shoes. Copeland, James, baker and provision store. Drake, James, tailor. Durand and Thomas, general store. Ford, John, tailor. Gibson, Job, chemist and druggist. Gray, David, boot and shoemaker. Hall, Horace, hotelkeeper. Hall, R. S., waggomaker and blacksmith. Holden, William, grocer and provision store. Howard, D., blacksmith. Hubbard, Miss, female school teacher. Leys, Alexander, general merchant. Lucas, G., saddler and harnessmaker. McAlister, Rev. William, Free Church. McColl, Miss, schoolmistress. Miller, John, provisionist. Mudie, Thomas G., grocer and provision store. Perdy, Rev. Mr., Baptist. Salter, Rev. Mr., Church of England. Simmington, Alexander, boot and shoemaker. Stevenson, George, land agent. Taylor, W., joiner and builder. Vidal, Alexander, surveyor. Walker, John, grammar school master. Welsh and Bell, boot and shoemaker. Whipple & Stone, printers and publishers. Wolfe, L., general merchant. Young, A., general merchant.

HOCKEY, BASEBALL TENNIS AND INDOOR BALL HIGHLIGHTS

SARNIANS HAVE HEADED O.C.A. TWICE 60 YEARS

George N. Matheson and Col. Mackenzie Honored

Sarnia curlers have been honored with the presidency of the Ontario Curling Association twice in the sixty-one years of the existence of the premier winter association of the dominion.

In 1893, when the O.C.A. was a striping organization of eighteen years, the late George N. Matheson was honored with the presidency.

Seventeen years later, the season of 1910-11, Colonel Robert Mackenzie, dean of local curlers today, headed the body that had reached full stature.

Col. Mackenzie has the distinction of being one of the few past presidents of the O.C.A. to have skipped a Tankard winner.

Brilliant Baseball Past Of The Various Sarnia Teams Recalled From The Clippers To Imperials

This City Has Been Represented In Amateur, Independent and Professional Ball Since Games First Inception In Early Eighties

Sarnia's greatest baseball days are of the past. The giants of the diamond pastime performed here in the town era before the mantle of cityhood was donned.

In the early eighties the Clippers made Sarnia baseball conscious. London, Port Huron and Lapeer comprised the league of which little has drifted down to today. Tom Donnelly was the first curve ball pitcher in Sarnia's history. Sandy Kidd was the Clipper hurler in the days before curves. William Ireland and Billy Brown were two other members of the squad.

Lambton County League

Later in the '80's the first Lambton County League was formed and baseball was firmly launched. Sarnia competed in a circuit that consisted of Petrolia, Forest and Point Edward. Rivalry was intense and expenses were high in the two years the organization lasted. Petrolia proved too big a handicap for the clubs in that Lambton League as they did years afterwards in another county loop.

First Ball Park

Diamond Park, Sarnia's first enclosed baseball plant, went up during the original Lambton League days. It was located at the corner of Davis and Forsythe streets and was the scene of some torrid struggles. Sarnia's roster included Peter Clark, Tip O'Neill, Gus Spearman, Jim McCall, Bill Ireland, Jack and Roxy Ross, Fred Kelly, Bill Leake, Jim Delaney and George Clark. William Ryder was Sarnia's principle baseball backer at the time and Sarnia's nemesis was genial Sam Pollard of Petrolia.

Paid To Play

Sarnia's fire hail, in the same place as it stands today, was the gathering place of the players and the few interested fans who dug down to make up the deficit baseball was always making. When funds were required a meeting was called and Billy Ireland passed his old straw hat around. There was no professional menace hovering over amateur sport in those days. The boys paid for the privilege of playing.

As the eighties neared the nineties the game grew more substantial. M. Fleming was elected president, David Barr first vice-president, William Chapman second vice-president, Fred Watson, treasurer, William Smith secretary and William Ireland manager.

Wandered Far Afield

An ambitious program followed. The Sarnians wandered far afield for opposition, playing in Mount Clemens, Saginaw, London and Woodstock and entertaining the Cass Club, Detroit, London Beavers, London Alerts, Flint and Lapeer. This was a noteworthy schedule in the horse and buggy era.

Playing for Sarnia then were Bert Tebo, George Stevens, Joseph Walsh, George B. Dawson, catchers; F. F. Pardee first base, Jack Ross shortstop, Duncan Gray third base, Peter Clark, Clove LaCroix, David Mackenzie, Jim Doherty, Alex. Saunders, Charlie Pardee, Charles LaCroix, Albert Donnelly, Dixie Parkin and Jim Delaney played the outfield and utility roles.

Junior Baseball

Junior baseball made its bow in 1888 and 1889 when the Diamond Rattlers operated. Players of that "kid" gang included Harry Phillips, Herv Peck, Harry Watson, James Thompson, Paddy Wocker, Frank Deming, George Higginbotham, Billy Symington and Frank Jamieson. With the launching of the Rattlers the '80's passed.

It was a long call from the days when the late Henry Gorman was a member of the world championship London Maple Leafs to the days just prior to the war when Urban Shocker, Bob Thrift, Jimmy Wilson, Smokey Joe Allen, Fred Hoblitzel, Nemo Munroe, Bob Finch, Harry Neal, Eddie Moses "Scotty" Lowe and Al Corrick provided Sarnians with some of the fastest baseball in the history of the game, sweeping through to the championship of Western Ontario in 1912 and 1913 under the colors of the Sarnia Independents. Officers of that club included Oscar Bohannon, J. B. Williams, W. A. Saurwein, N. D. Rougvie, Dr. W. A. Henderson and Don. E. Leslie.

Interest Ebbd

War years and disinterestedness dropped baseball interest to a low ebb from which it is still recovering. Bill Moorehouse, Jennings Schaefer, Beatty Jennings, Orv Johnston, Dolly Gray, Wid and Eddie Moses, Gord Cole, Harry Richards, Eddie Proulx, Barney Neal, Bob Finch and Burt Crounman are a few of the players who carried Sarnia through the Southern Ontario and Kent County Leagues before they passed on and a new crop of players grew up. Windsor, Walkerville, Dresden, Chatham, Tilbury and Blenheim provided the opposition of those strenuous days. The late Locke McRury took an active interest in these Sarnia teams.

Today the revival continues. A four team city league comprising the Shamrocks, Crescents, Maple Leafs and Petrolia operates. Sarnia also has a juvenile, junior, and two intermediate teams in the provincial series. Attendance is only average but a new crop of players promises brighter things for the game.

Sarnia made a brief fling into organized baseball in 1922 when they combined with Port Huron in launching the Saints of the old Michigan-Ontario league. Sarnia provided the lion's share of the attendance but the club and league folded up when interest could not provide the financial wherewithal.

STOLE NECKLACE

London—(CP)—William Iddenden was committed for trial when he appeared in court charged with theft of a \$500 necklace. He sold it for \$5.

ABANDON SUNDAY TRADING

Glasgow—(CP)—Jewish warehousemen have decided to abandon Sunday trading, a decision which in effect means a five-day week.

INDOOR BASEBALL FLOURISHED HERE IN THE EIGHTIES

Days of Rube McCart's Pitching Feats Are Still Remembered

Indoor baseball enjoyed its heyday in Sarnia about thirty-five years ago. The sport today has been superceded by its outdoor brother softball. But in the days when it was popular Sarnia boasted a team that was internationally known.

Sarnia Maple Leafs

Between 1898 and 1905 the present Lambton Regiment armories, then the Boys' Brigade Hall, was the stamping grounds of the Sarnia Maple Leafs, a team whose name still lingers when old timers grow reminiscent.

For two years the Sarnians were undisputed champions of Canada, outclassing all opposition and being extended only by Windsor. Teams like Port Huron, St. Clair, Detroit, Alpena and Owosso provided easy opposition for the club that swept both sides of the border.

Only One Pitcher

"Rube" McCart, did the pitching for the Sarnians throughout the team's whole existence. Andy Corrick was catcher, Earl Drake and W. A. Watson played first base and Jack Corrick second. J. B. Williams and William Tennant divided the third base job.

Billy Pierce and Jimmy Thompson, the club's short stops were as famous in their position as Rube McCart on the mound.

Billy Luscombe, Ed. Mills and Bob Nelson and, later, Alf Corrick were the outfielders. Fred Stanley and George B. Dawson were presidents and Billy McDonald the club umpire.

Twelve Members Joined Original Curling Organization

Sarnia Curling Club now an organization counting more members than most athletic organizations in the city, was launched during the early winter of 1873 with twelve members, enough for three full rinks. The club affiliated with the Ontario Curling Association the same year.

Charter members of the organization were Reuben Proctor, James King, John Mackenzie, William Ireland, Andrew Alexander, Daniel Mackenzie, Charles Mackenzie, John Chester, J. B. Symes, George Leys, William Stewart and A. H. Dalziel.

Remember Belleville Is One Thrilling Hockey Slogan That Sarnians Will Never Forget

Long History Of Winter Game In This City Is Replete With Thrills But None So Outstanding As Great 14-4 Victory That Brought Title Here

Hockey, dormant in Sarnia these many years, will never be forgotten as long as "Remember Belleville" brings memories of one of the greatest rallies in the history of the winter sport.

Years of plodding hockey effort on the part of many generations of Sarnia hockey fans were climaxed in 1916 when the intermediates smashed their way through to the final round of the Ontario Hockey Association—the first time a blue and white sweated crew had crashed the sacred portal of the O. H. A..

Lost In Belleville

Opposing Belleville the Sarnians folded up in the first game, played in the Bay of Quinte town and were buried under by the home town team which piled up a nine goal margin for the return game in Sarnia.

Discouraged and a little downhearted the fans packed St. Andrew's arena for the return game and saw hockey history made. Amid a constant and frantic vocal din the Sarnians sliced into the insurmountable Belleville lead, halted only occasionally as an overwhelmed Belleville team shot down on an unprotected Joe Dwyer to fire four goals past him.

Grannary Tied It

Jim Grannary, never a fast skater, but a wizard stick handler, weary and worn under the constant drive swayed down the ice, nursing the puck along through the back checking and desperately fighting Belleville forwards. A bruising body check sent him hurtling, but still babying the puck along. From on the ice Grannary batted the puck into the net with the tying score and pandemonium broke loose from a victory-scenting crowd.

That game ended up 14-4 and Sarnia won the title by a single goal. Hockey history was made and youngsters born since then still know what "Remember Belleville" means when a team is sore pressed and things look dark.

Introduced Long Ago

Hockey, unhampered by rules or penalties, was introduced to Sarnia in the early eighties. Sarnia Bay was the rink, a rubber ball the puck, sturdy oak limbs the sticks and the game lasted through the whole winter. Games started early Saturday afternoon and lasted until dark. No holds

were barred and the teams usually wound up the season with about five whole men to a side while the rest nursed aching limbs and oaken-pummelled muscles on the sledge.

Sarnia and Point Edward Old timers tell us that the Sarnians (Continued on Page Five)



At this time we look back with a great deal of pleasure at the confidence the people of Sarnia and vicinity have shown in our firm.

The steady increase in business proves that our fine service at moderate prices has won the approval of all who appreciate better merchandise.

This large volume of business has made it possible for us to install a complete lens laboratory in the City of Sarnia thus creating a service to our clients previously unknown in this City.

We take this opportunity of thanking one and all for the confidence and friendship we have received in the City of Sarnia.

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IN BUSINESS IN SARNIA NEARLY 100 YEARS



A Splendid Past Should Point Us To a Still More Prosperous Future

It was nearly 75 years ago that Mr. McMaster started this business. Through the following years he watched Sarnia grow and prosper from a small village to a thriving city.

In the year 1901 Mr. T. H. Manley purchased the business and it has operated under the name of Manley's Limited since then.

During the years business has increased. Old patrons have been retained and new ones found. From a very small beginning this store has grown to the point that when "Books," stationery or supplies are needed—the thought is of MANLEY'S.

MANLEY'S LIMITED are proud of their record for service, honesty and fairness in this community—Proud that these qualities have endured with us through the years.

Sarnia celebrates her 100th Birthday this week and MANLEY'S LIMITED take this opportunity of wishing happiness and prosperity to all its citizens.

- BOOKS
- GIFTS
- MAGAZINES
- STATIONERY
- GREETING CARDS
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- GIFT WRAPPINGS
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- BRIDGE SUPPLIES
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Special Attention Paid to Importation Of Foreign Books and Periodicals

MANLEY'S LIMITED

Welcome Visitors



To The "Land Of Sky Blue Waters"

Greetings and Best Wishes

To The Citizens of Sarnia

On The Occasion Of Its 100th Anniversary

The Centennial Celebration And Our Hotel Windsor

Your visit to Sarnia will not be complete until you visit the Windsor. A hotel with the finest accommodation at reasonable rates. A hotel with a friendly atmosphere.

We cordially welcome you to our city on this proud occasion, and invite you to make our cool and comfortable modern hotel your home during the celebration.

Make The WINDSOR Your Meeting Place

PIONEERS FACED RUGGED HARDSHIPS IN EARLY DAYS

Thomas Family Settled In Sarnia District In Year 1851

GEORGE WILLIAM THOMAS WAS EDUCATED IN QUEBEC AND UPPER CANADA COLLEGE

(By FRANK T. THOMAS)

Among the prominent citizens of Sarnia whose earthly careers are ended may be mentioned George William Thomas, who long held an honored place in military and official life and who left an untarnished reputation and a high record of distinguished service to the people and the state as a priceless heritage to his posterity.

First Member

The first member of this ancient and knightly Thomas family, of whom authentic record has been preserved was Thomas ap Thomas, of Wenoee Castle, Glamorgan-shire, Wales, Sir John Thomas be-

ing the first baronet, 1694.

Captain Francis Tracy Thomas, father of George William Thomas, was born in 1771, in Edinburgh, Scotland, and married Charlotte Tulloch, who was born in 1789 in Glasgow. For forty-five years he served in His Majesty's army, a faithful soldier, with the rank of captain.

Came to Canada

In 1805 he came to Canada, with his regiment and was brigade major at Halifax, N.S., when the "Shannon" captured the "Chesapeake." He died in Montreal July 8, 1845. His two sons were Adolphus Frederick and George Will-

iam.

Born in 1815

George William Thomas was born April 23, 1815 and was liberally educated, attending school in Quebec and Upper Canada College. After leaving school he filled for some time a clerical position in Quebec. Inheriting a taste for military affairs, he became a member of the militia and saw active service in the rebellion of 1837-38. On April 1, 1839, he was appointed commissariat writer at London, Chatham and Sarnia, U.C., a position he filled most capably until June 1, 1843, when he became a clerk in the office of the military secretary at Montreal.

Settled in Sarnia

In 1851, Mr. Thomas settled in Sarnia, and forming a partnership with George H. Durand in a mercantile business, he engaged in that for two years. When his partner left the firm, Mr. Thomas carried on alone until he could dispose of his interests. Succeeding in that he became confidential clerk to the Hon. Malcolm Cameron and manager of his vast business interests, and afterward was in His Majesty's customs, continuing in the latter responsible position for seventeen years, at which time through loss of eyesight he had to give up all active work during the remainder of his life. He had charge also of the distribution of presents to the Indians who were then a numerous band and who named him Tecumseh.

Assisted French

Being a thorough French scholar, he often transacted business for the French people here at that time and was looked upon by them as a true friend. An address signed by 100 residents of Sarnia and vicinity at that time bears testimony to the esteem in which he was held. This address was published in The London (Canada) Herald in 1843, a copy of which paper with the original documents has been preserved and is still in the hands of members of the family.

Mr. Thomas had an excellent memory for names and dates and could relate with accuracy incidents of the days before railways were built in Canada. He was one of the few who have made the journey from Quebec to Sarnia

and return by the old stage coach.

Died in Sarnia

He died at his late residence, Christina street, Sarnia, Oct. 27, 1894, in the faith of the Church of England.

On October 29, 1846, Mr. Thomas was united in marriage with Miss Christina Pelton, of Montreal, a daughter of Captain Joshua and Margaret Pelton. Mrs. Thomas was reared to womanhood in Montreal and very highly educated. Coming to Sarnia in 1851, it was her home for more than half a century, having died Sept. 16, 1907.

Several Children

To George William Thomas and wife were born the following children: George Joshua, Henry William, William Frederick, Edward Malcolm, Francis Tracy, James

Bridges, Anna Caroline, Annie Elizabeth and Ellen Caroline, who married Rev. C. J. A. Bastone. All the family have passed on excepting two, Francis T. of Sarnia, and James B. of Detroit.

Australia Places Curb On Native Satanism

Canberra, Australia.—(CP)—Representing himself as the possessor of supernatural powers imparted by Satan a native of New Guinea levied tribute on fellow tribesmen to the extent villages fell into disrepute until authorities curbed the evil influence.

An Australian investigating officer reported the native, Marafi, spread the word about his own and neighboring villages that Satan had visited him. He claimed to have been taken into the bowels of the earth where the dead told him they would not be permitted to return to earth until Marafi had induced the villagers to ac-

cept Satan as the supreme being. Seances were conducted on dark nights at which Marafi demanded presents. He claimed to be able to fly like a bird and collected tribute in many villages. Due to his influence, the report said, food gardens were neglected and villages fell into disorder.

Historic London Tower Bobs Up For All Tides

London, Eng.—(CP)—The 1,000-year-old Tower of London bobs up and down with every tide of the River Thames that swirls past its grimy walls, says the National Physical Laboratory.

Tests show that with every tide the historic building lifts itself three-hundredths of an inch. And it is assumed the movement has been going on ever since the first stone was laid under the direction of William the Conqueror in 1066. The whole building, also, is closing in like a giant concertina

at the rate of about four-hundredths of an inch a year. A subsoil of gravel accounts for the gradual sinking, but an official stated it is unlikely that the Tower ever will be endangered.

Cultural Relic Found On Trobriand Islands

Canberra, Australia.—(CP)—Relics of a culture believed introduced from western lands thousands of years ago have been discovered on the Trobriand Islands, at Papua. Formations of stones resembled a miniature Stonehenge and indicated existence of cult practices in the long ago.

Formations of grey and white stones, 17 feet high and six feet broad, were laid out in orderly fashion. Many were arranged in rectangles thought to have been sacred places devoted to cult practices, tomb temples and privileged burial places. Discovery was made by P. E. Williams, Australian gov-

ernment anthropologist. It was estimated some of the rocks weighed in the neighborhood of 12,000 pounds. Task of erecting the boulders presented great difficulties. In addition to their great weight they were fragile which made transportation over long distances a problem. An excavation near one of the formations revealed fragments of human bones, pottery and pig tusks. Origin of the major sites was not known. The generally accepted opinion appeared to be the building habit was implanted in Melanesia by immigrants who derived their culture from the west. The great stones remained hulking monuments of a forgotten skill, their purpose lost and forgotten.

KILLED IN COLLAPSED HOUSE
Norwich, England.—(CP)—An elderly couple were killed when their bedroom and the back portion of their home collapsed into a deep cavity. The front part of the structure remained intact.

They average TWELVE MILES a day!



Give them the bread that builds

Because growing children play so hard and expend so much energy, they are always hungry. That's why mothers try to choose the food youngsters can eat at any time without risk to digestion and health.

For years Sarnia mothers have patronized the Neal Baking Company. Many hundreds of Sarnia families have been "brought up" on its wholesome, appetizing bread and delicious "Hostess" Cake.

Children and grown-ups alike actually ask for "Wonder" Kracked Wheat Bread by name—it's so unlike any other cracked wheat loaf you ever tasted. Every slice restores energy—aids health.

"Wonder" Kracked Wheat Bread is a happy combination of white-and-brown. It offers the white bread taste so many people like, plus the roughage and strength-giving elements of sun-ripened whole wheat—one of Nature's most vital foods. It promotes robust, lusty growth.

Try "Wonder" Kracked Wheat Bread for toast—and for sandwiches, too—it's temptingly delicious. And as just plain bread and butter it is actually a treat. Get a loaf of this flavoursome, healthful bread soon—you'll want it always.

NEAL BAKING COMPANY LIMITED

PHONE 377

OTHER POPULAR "WONDER" BREADS
"Wonder" Sliced (white)
"Wonder" Vitos (white)
"Wonder" Vitos (brown)

"WONDER" KRACKED WHEAT BREAD

BUILDS STURDY BODIES

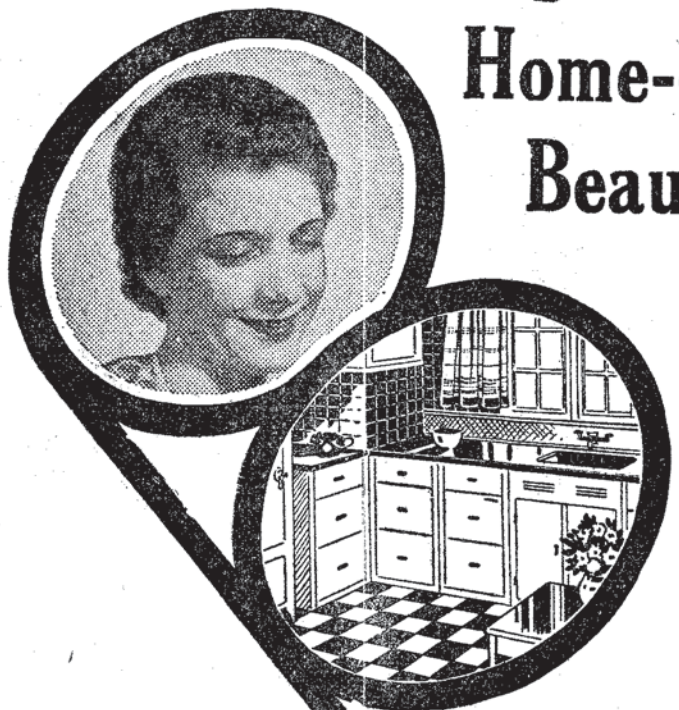
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Strike A Charming New Note In Home---Kitchen Beauty and Comfort



WE WILL PLAY THE CHORD FOR YOU?
How Does This Sound?

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AND ALL ELECTRICAL HOUSEHOLD APPLIANCES

The main branch of this firm established fifty four years ago in London salutes the City of Sarnia on this occasion of its centenary.

W. McPhillips Ltd.

170 N. CHRISTINA ST.

IN SARNIA 7 YEARS

PHONE 3120

BANKS IN EARLY DAYS PLAYED PART IN BUILDING THE CITY

Bank Of Montreal Is Oldest In The City

CAME TO SARNIA 70 YEARS AGO TO OPEN BUSINESS

Succeeded Bank Of Upper Canada

The part which old-established institutions have played in the building of Sarnia to the important and thriving community it is, comes vividly to mind as the city observes its 100th anniversary. One of the oldest and most noteworthy of these institutions is the Bank of Montreal—Sarnia's first permanent bank and Canada's oldest bank.

The Bank of Montreal came to Sarnia 70 years ago on October 1, 1866, immediately after the closing of the Bank of Upper Canada, opening for business in rooms over a grocery store, then operated by a Moses Masurel and now the site of the Bank of Toronto. After a short time in these temporary quarters, arrangements were completed for the purchase of the Bank of Upper Canada's fine large premises (now the county building) on Christina street. This was the first proper office of the Bank of Montreal and deserves special mention for its historical interest.

Constructed by Prime Minister

The building was constructed in 1858 by a stone mason whose name is now familiar to all Canadians—Alexander MacKenzie, who afterward became Premier of Canada. For many years it was occupied by Alexander Vidal, first manager of the Bank of Montreal, who served from 1866 until 1875, and who was a member of the legislative council from 1883 until Confederation, and afterward was appointed a senator. In 1875 the building was sold to the Hon. T. B. Pardee, who lived there for the rest of his life. Sold by Mrs. Pardee in 1904 to the county, the building is still in use and stands as a constant reminder of its interesting associations with the past.

As an example of a fine build-

ing of that day, a short description of it seems appropriate. Built of hard white brick, the building had no less than six fireplaces, in addition to a furnace which burned cord-wood sticks four feet long. With its inside shutters, hand-some cornices and centre-pieces, there was nothing quite like it this side of London.

Moved to Front Street

When the building was sold in 1875, the bank then moved to its present premises on Front street, for the business activity of the town was gravitating in that direction. The site of the bank had formerly been that of a store owned by the Hon. Malcolm Cameron. Nine years earlier, when the bank commenced operations in Sarnia, the entire business section occupied only about two blocks on Front street. The population of the town had reached approximately 4,000, and as this was the only bank in the vicinity, it occupied a unique position and was one of the busiest centres in the community. It is of interest to recall that it was serving the district when the two best thoroughfares in the vicinity were the gravel road to London, and the old Plank road, with its toll gates, to Oil Springs. The sidewalks, where there were any at all, were also of planks, varying in width from one or two planks on quiet streets, to walks of five or six feet in width in front of the shops. Transportation on the river was assisted by a tiny tug which used to puff up through the narrows at Point Edward, towing three or four vessels far enough into Lake Huron that they could again proceed under sail.

These interesting old scenes, when contrasted to those of today, are typical of the numerous and varied changes that have taken place in Sarnia during the 100 years of its history.

of this one institution; going back to 1836, when the city was founded, they have been even greater. As the first permanent bank in the community, the Bank of Montreal long ago became firmly established in the business activities of the district and, as these have grown to a city, so likewise have broadened and as the town has the services and facilities of the bank been subject to constant revision and change. During its 70 years of operation here it has always provided an up-to-date, efficient banking service that has been in the best interests of the entire community.

Striking Similarity

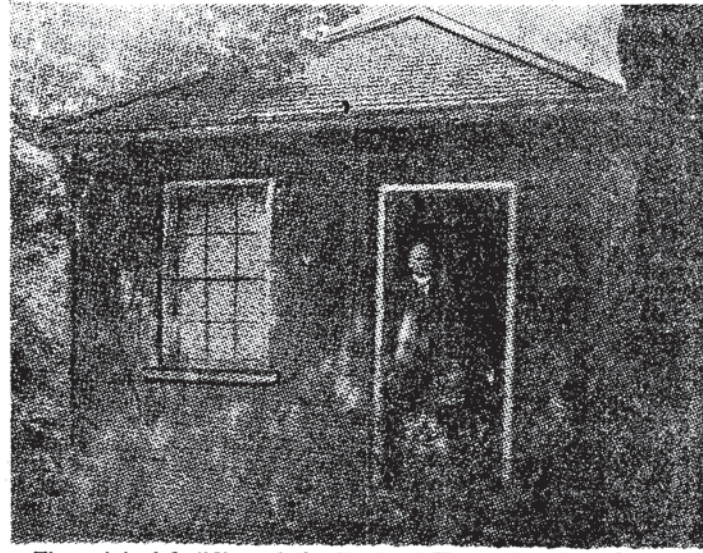
There is a striking similarity between the history of this one office in Sarnia, and its growth with the city, and that of the bank as a nation-wide Canadian institution. Both have the distinction of ranking as the oldest entity in their respective spheres of activity and both have associations that long since have passed into history.

On a June day 119 years ago—60 years before Confederation—there were laid in Montreal, the foundations of the present bank, an institution that was destined to become one of the largest banks in the British Empire and the one after which all later Canadian banks were to pattern their organization. To realize fully how our present banking service, now accepted as commonplace, was once a decided want in all important centres of the country, it is necessary to delve deeply into the history of the nation, going back more than a hundred years. Prior to 1817, when the Bank of Montreal—the first permanent bank in the country—was established, Canada consisted only of Upper and Lower Canada and the Maritime Provinces, while the vast area to the westward was still the stamping ground of Indians and buffalo and unknown to the white man. The population of the organized sections totalled a scant 400,000 and that of Montreal, the chief trading centre, only 20,000. Kingston, important as a garrison town under the British occupation, was one of the largest towns in Upper Canada; York, now Toronto, was but a settlement in thickly forested Indian country, held as an outpost for lumbering and the fur trade; and where Ottawa now stands was an uncleared wilderness.

Trade Had Hard Struggle

In this primitive pioneer country trade was having a hard struggle to hold its own in the face of all kinds of difficulties. Chief among these was the lack of a

Bank of Upper Canada 1853



The original building of the Bank of Upper Canada still remains on the spot of its erection in 1852. This is a little red brick structure on Christina street north, the property of Mrs. Nisbet. The picture which was taken in later years shows Mr. Nisbet in the door. It was the first bank west of London. In 1853 they acquired and built on the property what is now the county building and had as its manager E. A. Vidal. When the bank failed, the Bank of Montreal bought the building and continued business. Later this bank moved to its present location and sold the building to Hon. T. B. Pardee in 1875.

stable money, for the currency in use was comprised of coins of many foreign countries, among them those of England, France, the United States, Spain and Portugal. With the variety of money the value of the tokens in respect to each other fluctuated widely, and trade, in consequence, was on a very uncertain basis and was carried on largely by barter.

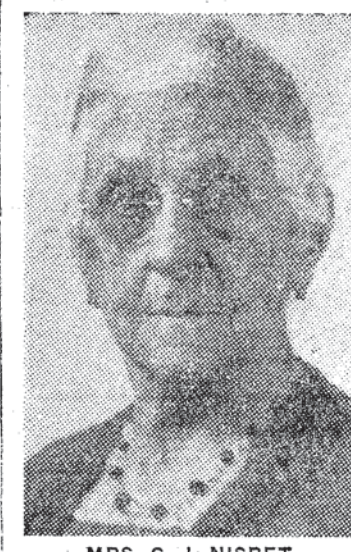
The bank's first attention after its founding was turned to the issuing of a stable currency that would remove this serious barrier to trade; within a few months this had been accomplished and although the circulation was small, it gave promise of rapid expansion. An equally urgent want was some means whereby commerce between the Canadas could be facilitated and the answer to this was the opening of branches in the important trading centres of both provinces. This policy was at once adopted by the bank and shortly after its inception agents were appointed at Quebec, Kingston and York. Frequent references in the early minute books to the despatch of money "at the first opportunity" are eloquent of the limited facilities for travel, which was arduous as well as risky.

Today, as a result of its policy of providing banking service where it has been needed in the interests of agriculture, industry and trade, the bank has over five hundred offices distributed throughout Canada and Newfoundland,

while its paid-up capital and reserves represent a total in excess of \$75,000,000, and its assets amount to over \$800,000,000. The value of the bank to the country, however, is not to be measured so much by the amount of its capital, or by the size of its dividends, as by the security it has given to those who have trusted it, the facilities it has furnished for the exchange and the increase of commodities, and the assistance it has contributed to the development of the country.

Well Represented Here

In its 70 years of operation in Sarnia the bank has been well represented by its managers. While the names of the earlier managers would mean little to the present generation, W. H. Norton-Taylor, A. E. Finucane and S. J. Plunkett, all of whom are now retired on pension, will be remembered in local business circles. T. A. MacKay, who took charge of the office in the latter part of 1927, left in 1931 to be the manager of the bank's Peterborough branch and was succeeded by W. D. MacMillan, the present manager.



MRS. C. J. NISBET
Mrs. Charlotte J. Nisbet, widow of the late T. W. Nisbet and a daughter of the late Senator Vidal, is president of the Sarnia Historical Society and a lady thoroughly versed in the earlier history of Sarnia. Mrs. Nisbet has contributed several of the leading articles contained in the Centenary Edition.

Reflections On The St. Clair

Standing enraptured on the bank
Of this great water-course,
We see God's marvelous power of
mind
With Wisdom, Love and Grace
combined
Creating this great force,
Reflecting by Omnipotence
His own Divine Omnipotence.

Still contemplating this great work,
What splendors meet our gaze,
Ethereal beauty, glorious sight,
Half-hidden by a misty light
Pierced by the bright sun rays;
With mingled awe and reverence,
We see Divine Magnificence.

When God first spake the world
from naught,
He bade this river flow;
And constant still, through age on
age,
Unceasingly its powers engage
To serve Him here below,
Revealing to humanity
His own Divine Infinity.
— Anna Lambert Gowie,
Sarnia, May 1929.

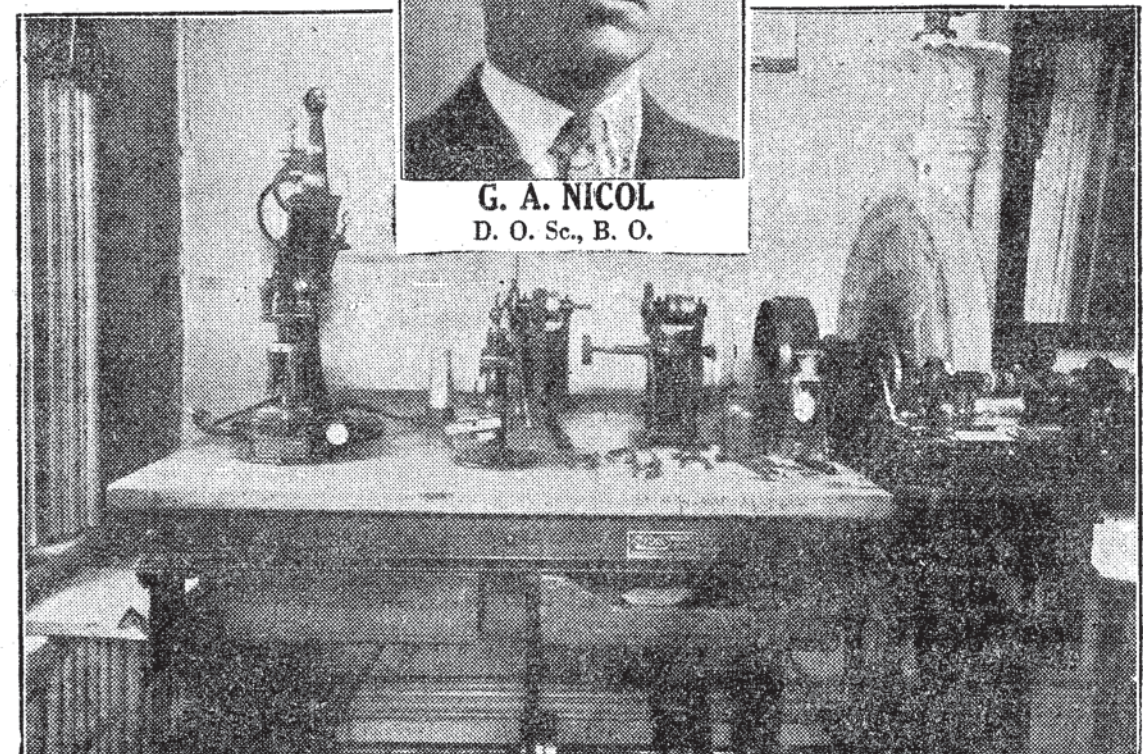
Progressive . . . Experienced
Guided By Years of Satisfactory Optical Service

While we do not date back with some of the business pioneers in Sarnia, we do feel that we are linked with the pioneers of MODERN OPTICAL SERVICE.

View illustrated below is of our modern Refracting Room, equipped with the latest scientific optical instruments for the correction and treatment of the eye.



G. A. NICOL
D. O. Sc., B. O.



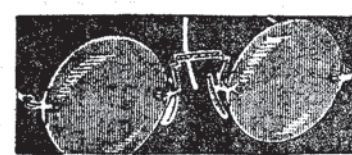
Corner view of our Optical Laboratory in which every pair of spectacles we make are designed and ground to meet the patients personal requirements, disclosed after a thorough scientific examination.

A high standard of quality and true service marked the course upon which we embarked some eighteen years ago. We have followed that course faithfully to this day. You can be assured that only the most modern of

scientific equipment is used in the treatment of the eyes. We also pride ourselves in the fact that we put the finest quality materials and workmanship in our glasses which assure you of comfortable vision.

ACOUSTICONS

If you are hard of hearing, we suggest that you give the acousticon aid a trial. Any of the various types are guaranteed for life and are practically invisible. We invite you to phone, write, or call at our office for a free demonstration.



G. A. NICOL

D. O. Sc., B. O.

OPTOMETRIST

159 1/2 N. Front Street. Over Ingersoll's Drug Store Phone 627

Sarnia's OLDEST BANK
IS
Canada's OLDEST BANK

Seventy years ago—in 1866—Sarnia, with less than a quarter of its present population, welcomed the opening of its first permanent banking office. Beginning in modest rented premises on Front Street, not far from its present situation, that office is one of the more important links in the nation-wide chain of branches of the Bank of Montreal—Canada's oldest bank and Sarnia's oldest bank.

As the first permanent banking institution in British North America, the Bank of Montreal—now in its 119th year of active and uninterrupted service—has seen Canada grow from infancy . . . rising from a few poor and struggling colonies to a great Dominion. Similarly, its local office has aided and shared in the growth of Sarnia from a community of less than 4,000 people to its present position of importance in the commercial, industrial and agricultural life of Ontario, with a population of close upon 20,000.

As one of Sarnia's oldest institutions, the Bank of Montreal feels pride in the progress which this community has made, and joins in the general felicitations upon the occasion of the City's Centenary.



BANK OF MONTREAL

Established 1817

MODERN, EFFICIENT BANKING SERVICE

the outcome of 118 years' successful operation

SARNIA BRANCH, 200 Front Street North—W. D. MacMillan, Manager.

A MILLION DEPOSIT ACCOUNTS DENOTE CONFIDENCE

HUMANE SOCIETY WAS FOUNDED HERE IN THE YEAR 1908

Society Organized 28 Years Met With Many and Varied Obstacles In Its Beginning

Health Officer Alex Crosbie Has Been Connected With The Humane Society Since 1913

The Sarnia Humane Society was organized on January 17, 1908, Mr. Geo. A. Proctor, president and Dr. Poussette, vice-president. For some time the society was a very struggling one. All the actual work was done by the secretary and treasurer, to whom all complaints were made and delinquents visited personally by them or a constable.

Funds were always at a low ebb, so the legacy of \$5,000 from a well-wisher in Toronto really put the society on its feet.

Alex Crosbie

In 1913 Health Officer Alex. Crosbie became interested in the work and has since filled the position of inspector. His work has covered much more than that term implies. The idea of a rest farm for horses was developed by him in 1918, which has since been carried on most successfully. The advantage of his pasture, over the ordinary kind is that all animals are visited regularly and thoroughly inspected. Any ailments are reported to the veterinary employed by the society. Anyone having animals to be mercifully destroyed call upon the inspector for his work.

Has Been Untiring

Inspector Crosbie has been untiring in his work since 1913 and the society owes its vitality largely to him. His idea of it being represented at the annual fair has stimulated much interest. His work has not been confined to the city, but he is called for miles around. The society is not supposed to have any jurisdiction outside the city limits, but help is never refused, no matter how far away. Inspector Crosbie has been in the employ of the city for over 35 years, first as a constable, later beginning his work as Health Inspector under the late Dr. Poussette and continuing it under the later officer. He has also been relief officer on several occasions. In all these duties he has been untiring in integrity and reliability.

COLT BAPTIZED

Wynyard, Sask., (CP).—When Alex. McGregor, district farmer, made the usual early-morning inspection of stock in his pasture he found a new-born colt had rolled into the creek. With its head above water it appeared little worried about baptism so early in life.

JOHN BULL PLANS FASTEST BOMBER

Breaking Limitation, Britain Goes in for Most Up-to-Date of Its Class

London, Eng.—(CP).—Britain's latest heavy bomber—a large twin-engine monoplane—is now in an advanced stage of its flying trials.

Some Notes From Old Diaries

An old memo says—"On Jan. 7, 1840, the stage route between Sarnia and London was started."

Early in 1840, John Dougall of

attached at the trailing edges of the wings, facilitate landings by increasing lift at the lower end of the speed range and steepening the landing glide. The pilot's cockpit is completely enclosed.

For defence against hostile aircraft the Whitley has three gun-turrets, one at the nose, a second at the tail and a third amidships on the underside of the fuselage and behind the main plane. Each of these turrets embodies the new mechanism, which by a cunning use of counter-balance relieves the gunner of the great strain of moving a gun.

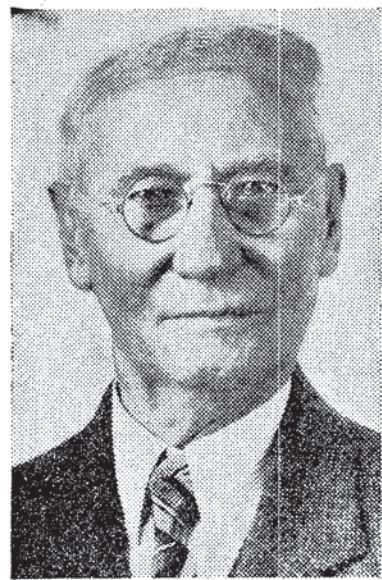
The trial flights have proved the exceptionally high performance attainable by the airplane with heavy loads on board.

"The Witness, Montreal" fame, accompanied by his brother (James, of Windsor, we think) launched in Sarnia and throughout the western portion of the province, the temperance movement.

Malcolm Cameron certifies to the splendid work done, in a letter dated "Port Sarnia, Dec. 18, 1840—Our temperance society has progressed wonderfully, and we have driven intemperance almost from us."

That such reformation was much needed, is evidenced in a letter by Rev. John Douce, to his predecessor, James Evans, under late "Port Sarnia, March 1, 1839—The swearing, drunkenness and wickedness on the river, and especially in Sarnia village, frequently presses down my mind."

A Tribute To One Of The Builders of Sarnia



Mr. W. E. McKelvey

On this, Sarnia's Centennial Anniversary, it seems fitting that we should tender a tribute to one of the pioneer clothiers in our city—one who many years ago was a dominant figure in the business life of this community.

With faith and foresight thirty years ago, Mr. W. E. McKelvey took over the business of the late James Fry and on his retirement from business in 1928 the firm name was changed to Strangway's Clothes Shop.

However, the same spirit of service and reliability has ever dominated this firm, and any success that it has achieved has been the result of this ideal.

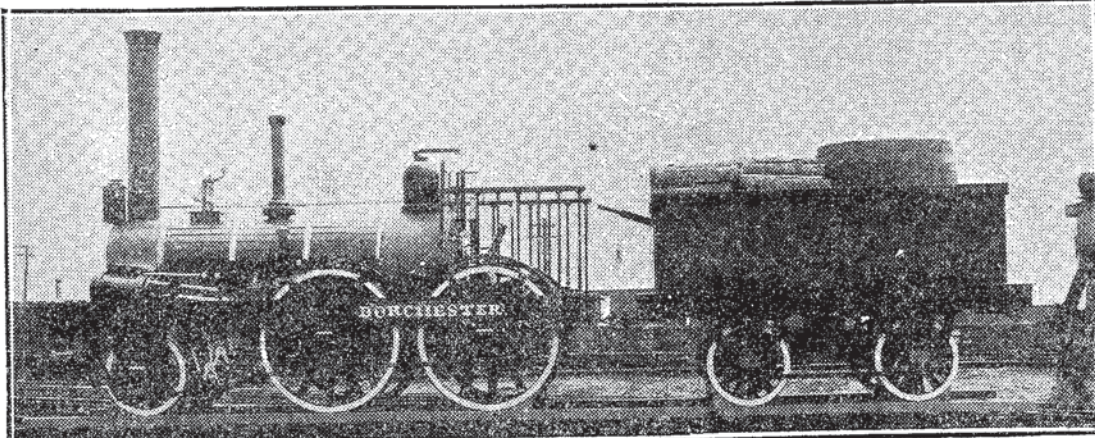
Like all other firms of the early days it has passed through the ups and downs of the years, but it has always looked to the future with cheerful confidence and endeavored to maintain a business worthy of the community.

The nature of our business has given us a friendly and intimate touch with the people of this city and surrounding country, and this pleasant relationship has been one of the real satisfactions of our business life.

We extend hearty congratulations to the citizens on this historical occasion. We shall be delighted to meet and renew old acquaintances.

STRANGWAY'S
CLOTHING SHOP
Front Street.

All That is Left of Canada's First Engine



ABOVE: A model of the "Dorchester", the first locomotive in Canada. BELOW: Joseph Lactance Goulet, retired Canadian National Railways engineer, holding the copper name plate which is all that now remains of the old "Dorchester"; and his son, Lazare Goulet, now a Canadian National engineer, holding the number plate of a modern locomotive. Both are natives of Joliette, from which town the "Dorchester" made its last run in 1864.

and plans are ready for the production in large numbers. For several years Great Britain delayed development of heavy bombing aircraft, believing the Disarmament Conference might

1903 "The Colonial" 1936

Sarnia
Your Modern Hotel
The Colonial
Salutes You

On This Historical Occasion

Your
100th Birthday

James Morrison
Proprietor

Remember Bellville

(Continued from Page 2)

nia team, recruited from the Virdale, Pardees, Mackenzies, Lacroix, Dawsons, Hitchcocks, Gormans and Foremans, waxed strenuous war with Point Edward and the Heffron's, Stouts, McDonalds, McKees, Reillys and Rigney's.

Organized hockey came to the town in the early nineties. The team was grouped with Petrolia and London and remained in that three-cornered group until the end of the 18th century. Their record shows one group championship during that time. They were ousted by Listowel in the next round of the provincial playdowns.

First Little Team

William Ryder and Fred Loughead were officers of that successful team and Angus McLeod and Adam Laschinger were the coaches. The lineup in the Listowel series was Dave Mackenzie, goal; Smith, cover-point; Fred Gorman, point; Sam Hitchcock, centre; Dick Heffron, rover; Eddie Clement, right wing, and Charlie Heffron, left wing. The teams went the full hour without relief then. In later years Harry Holland and Graham Wanless played defence. Bill Pierce in the nets and Hugh Cameron on the wing.

Early in the present century Sarnia was grouped with Watford, Strathroy and Alvinston and won their group several times. Art Davenport, who played with Glencoe last winter, broke into the game as the kid sensation in that district. William H. Kenny, N. D. Rougie and Harry Holland handled this team which included "Jigger" Cameron, Jimmy Wilson, Lee Dodds, Bob Finch, Red Thorner, G. Storey and Yorkie McLellan. Hockey advanced. The championship was won and a senior team recruited before the decline began.

Sarnia's Finest Shoe Store



Front View Of E & R's New Sarnia Store

They tell us it is one of the finest shoe stores in Ontario. We hope it is because we feel that the best is none too good for our great numbers of friends and customers whose kind patronage have made it possible. E & R Shoe Stores, where located have won the distinction of being the largest retailers of popular priced

footwear. That we have succeeded in Sarnia as elsewhere is everyday attested by our largely increased sales.

The E & R Shoe Stores congratulate the City of Sarnia on attaining its 100th Birthday—and may each and everyone of its citizens enjoy many more years of peace and prosperity.

WHY THOUSANDS LIKE TO
SHOP AT E & R.
STYLE — QUALITY — COMFORT

VISIT E & R STORES WHEN IN
LONDON, CHATHAM, WALLACEBURG,
ST. THOMAS, STRATFORD, ST. MARYS, GALT

IT'S A PLEASURE TO SERVE YOU

E & R SHOE STORE

171 N. CHRISTINA ST.

OPPOSITE IMPERIAL THEATRE

'PHONE 832J.

INTERESTING RELICS

Crossbow Believed To Have Been Used In The Battle Of Hastings

Charles Glynn Recounts Some Interesting Anecdotes Of His Father's Trade

"Nobody can open a safe or vault by merely twisting the dial and listening to the tumblers fall unless he has been given some information on the combination." Charles R. Glynn, local locksmith said recently when being interviewed about the history of the business which was established in Sarnia by his father nearly 80 years ago.

Pure Fiction
"All these stories you read about in dime novels and sometimes in the newspapers of people with delicate hearing faculties and a fine sense of touch who polish their fingertips and then go to work on a safe and solve the combination by listening to the tumblers fall, are pure fiction," he said. "And my father before me maintained it was impossible," he added.

Called to Testify
"I can remember back some years ago about the end of the 19th century, when my father who was regarded as an authority on locks and combinations was called to testify as an expert witness at a famous trial in Napanee, Ontario. A bank there had been robbed and a member of a prominent family of that time, who worked in the bank was accused of being an accomplice in the crime. It was said that this young man had given the thieves either the whole or at least part of the combination of the bank vault. Quite a controversy was raging on whether it was possible for a person to start from scratch without any knowledge of the combination and open the safe without blowing it up. My father testified at the trial that it was impossible and I too am of that belief," he said.

Treasure House of Anecdotes
The store of Charles R. Glynn is a veritable treasure house for anecdotes of that kind. The business was first established by Richard Glynn in 1859. The store was originally situated on the southwest corner of Front and George streets where it was conducted for 19 years. In 1878, Richard Glynn moved across the street to a more favorable location. The brick structure at 216 North Front street was built by him and the business has been carried on there from that day to this. In 1926 Richard Glynn died and his son Charles, who had previously been in partnership with his father, became the sole owner of the business.

First Local Locksmith
Richard Glynn was the first locksmith in this part of Canada to sell and service Yale locks and when sometime during the 80's the Yale and Towne company of Stamford, Connecticut, wanted to patent the name Yale as a trademark for locks and hardware, Mr. Glynn was instrumental in getting the patent. When the company applied for patents it was necessary to present affidavits of men who had been handling the locks for at least 50 years. Mr. Glynn was the only man that could be found in this part of Canada qualified to sign an affidavit of that nature and when his affidavit was received the patent was granted.

Not only was Richard Glynn an expert rifle maker, but he was a crack shot as well. At one time he was regarded as the best rifle shot in Lambton County. He won the Sarnia Rifle Club championship using a muzzle-loading rifle

and Charles Glynn has a medal his father won three times in 1893. Richard won the medal in a ten-shot contest, five rounds at 200 yards and five rounds at 400 yards, with a score of 48 out of a possible 50. Stories are told of how Richard used to be able to throw a small two-by-four block of wood in the air, split it into two pieces with a rifle shot and then split each of the pieces so that the block fell to the ground in four pieces. Charles Glynn is also an excellent shot. About 30 years ago he won four years in succession the medal for being the best shot in the 27th Regiment.

Was Fireman
Richard Glynn was a member of the Sarnia Fire Department in 1876 during the time of the old hand-drawn reels. At that time membership in the fire brigade was more or less an honorary position although the firemen had to be fast runners and able to pull a heavy load when the alarm was sounded. The hand-drawn reels were replaced by horse-drawn vehicles in 1892. Mr. Glynn was treasurer of the Lorne Gun Club of Sarnia in 1878. From 1876 to 1896 he was secretary of the Mechanics' Institute which was an organization of local men somewhat similar to the present-day Canadian club. The club had offices on the top floor of the Bank of Montreal building and speakers were brought to Sarnia to lecture to the members.

Authority on Guns
Although Richard Glynn was constantly being called to give evidence at trials as an authority on guns and their action, once he was mixed up in a case through what might be called pure coincidence. Shortly after the turn of the century, one night somebody threw a brick through the show window of the store and stole two revolvers which were on display in the window. Mr. Glynn lived above the store and was awakened by the crash. He jumped out of bed and rushed downstairs, noticed the broken window and the missing guns but was unable to catch sight of the thief.

Used Discretion
It was a particularly dark night and at this time the west side of Front street was not built up the way it is now. There was a large pile of bricks directly across the street on the old river bank at the foot of which were the railroad tracks. Mr. Glynn decided it was rather dangerous to go searching around the brick pile for a man with two guns so he returned to bed and nothing was heard of the incident for several years. Then one day a convict in Portsmouth penitentiary confessed to the warden that he had murdered a man. He said that he had been in the act of robbing a house at Belleville when one of the occupants woke up and he shot and killed the disturbed sleeper. To support his statement to the warden he told of how he had stolen the guns from a gunsmith's store in Sarnia several years previously and he told how he had hidden in the pile of bricks across the street until the hunt had died down and had then slipped away into the night down the tracks. Mr. Glynn was called upon to corroborate this story which he did, and the convict was sentenced to life imprisonment.

SARNIA

As birds that build, as beavers work.
So did the city grow by toil.
The laboring of pioneers
Brought streets and orchards to this soil.
And now, the labor ceasing not,
The growing city knows no rest;
And, as the robin sings at work,
The song is endless in its breast.
When Colborne with a Roman name,
The tiny village did bestow,
With pride the struggling habitants
Through trials and hardships saw it grow.
And Ottisippi, though the name
Be called by English broad St. Clair,
Runs yet with "clear water" deep,
No less the mighty, no less fair.
As books and culture, road and rail,
As industry and farm increase,
Just as the robin sings at work,
May Sarnia's singing never cease.
—Joan David.

Hudson's Bay Co.

At one time Richard Glynn used to do a large business for the Hudson's Bay Company converting flintlock guns into cap guns. These guns were used in trading with the Indians for furs. They were unusually long in the barrel because the deal for the furs was made by standing the gun on the butt and then the Indian would pile the furs pelts, one on top of another, until the pile reached the muzzle of the gun. It became necessary to convert the guns from flintlock to cap action guns when the Indians took a dislike to the flintlocks which were so unreliable and which were useless with damp powder.

Expert Gun Maker

Richard Glynn was an authority on rifles and an expert craftsman. He established such a fine reputation as a gun-maker that at one time he was given an order by the City of London to make a rifle for presentation by that city to King Edward VII on the occasion of his visit to Canada as the Prince of Wales. Mr. Glynn took great pride in the gun and spent a whole year in making it. Further evidence of the quality of the rifles he made was presented only a few weeks ago when a gun was brought into Charles Glynn for repairs. The gun bore the stamp of his father and was made 75 years ago. The gun was in good condition and required only a new nipple to be put in firing condition.

Using Old Tools

Today Charles Glynn is using tools made by his father at least 70 years ago. He has in constant use a set of bench hammers which were made by Richard in the 1860's and the original wooden handles are still in them. Charles Glynn is enthusiastic about the quality of steel his father used to work with. He has a box full of steel "cherries" or round grooved balls formerly used in making bullet moulds. His father had cut the grooves in these steel balls by hand and Mr. Glynn said he could not understand how it was done. "A few years ago," he said, "I was asked to open the vault at a local private bank. The combination had been lost and it was necessary to drill the steel door of the vault, but none of my instruments were hard enough to pierce the solid door. However, I tried the 'cherries,' which, of course, were not made for drilling nor even shaped like a bit, but they went through that steel wall in no time and did the job. That will give you some idea of the quality of steel they were made from," he said.

Interesting Relics
Mr. Glynn's shop is literally full of interesting odds and ends. He has a crossbow which would shoot a steel arrow with such force that it would knock an armour-clad knight off his horse at 100 yards. This crossbow is reputed to have been used in campaigns of William the Conqueror. Mr. Glynn has several triangular

(Continued on Page Seventeen.)

Teaching The Young "Safety First"



"Ladies first," and "give clear signals to the driver behind" are some of the lessons which these little motorists-of-the-future are learning from Constable S. A. Hillard of the Ontario Motorcycle Patrol force. The Ontario Department of Highways is making

a strong plea this summer to all motorists to "Try Courtesy" in preference to unreasoning insistence on the letter of their legal rights, so young John Kyle has brought his speedy roadster to a full stop to allow little Carol Kel-

ly to cross the sidewalk gracefully and safely. In a few years, John and Carol will be grown up, the auto will be a real one on the highway instead of a toy on the sidewalk, so Constable Hillard is making sure they will be well versed in the courtesies of motoring which insure safety.

D. J. ROBB'S FUNERAL HOME

1900-24



L. N. PHIPPEN
Founder

"Grow Old Along With Me---
The Best Is Yet To Be"

No other poetic quotation could be more touching on this auspicious occasion than these beautifully chosen words "Grow Old Along With Me—The Best Is Yet To Be"—by Robert Browning.

On this occasion, the 100th Anniversary of our City,
WE PAY TRIBUTE
To Those Pioneer Men and Women

As we review the history of our community and realize the progress, achievements and honors that have been attained due to their courage, foresight and sound business principles,

1900-24



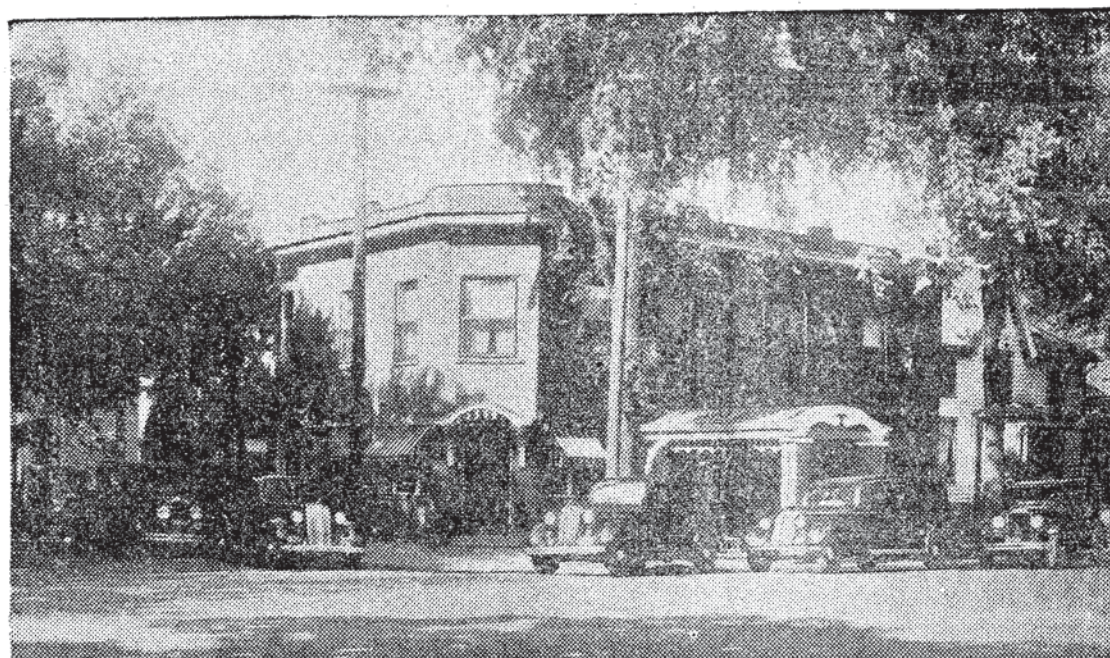
J. W. SIMPSON
Founder

1910



DYZART ROBB
Who was formerly with Phippen & Simpson, Limited, for 14 years.

1936



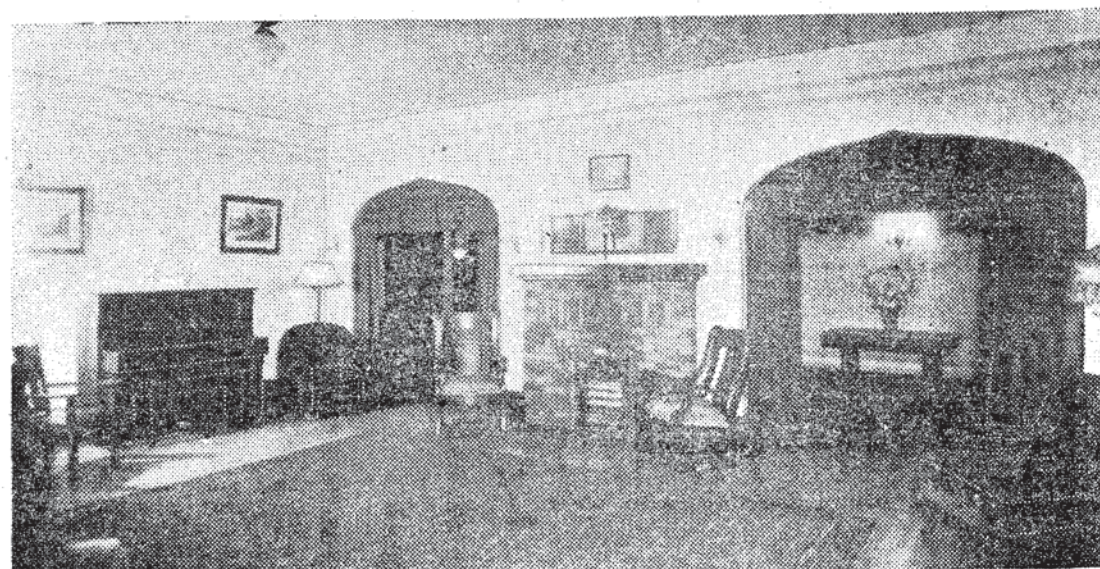
Exterior View Of The Funeral Home



Slumber Room and Family Room



Business Office



Main Chapel

Another MILESTONE!

CONGRATULATIONS TO SARNIA
ON ITS
CENTURY OF PROGRESS

FAMOUS PLAYERS CANADIAN
CORPORATION, LIMITED . . .

Takes Pride In The Part It Has Played In Bringing
Canada's Finest Entertainment To Sarnia's Theatregoers
Through The

IMPERIAL THEATRE

As Evidence Of Their Faith In Sarnia's Future Develop-
ment, The Officers Of Famous Players Announce The

NEW CAPITOL THEATRE

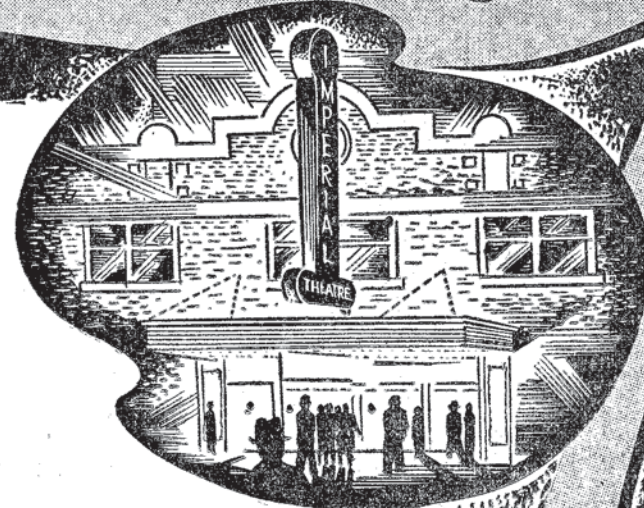
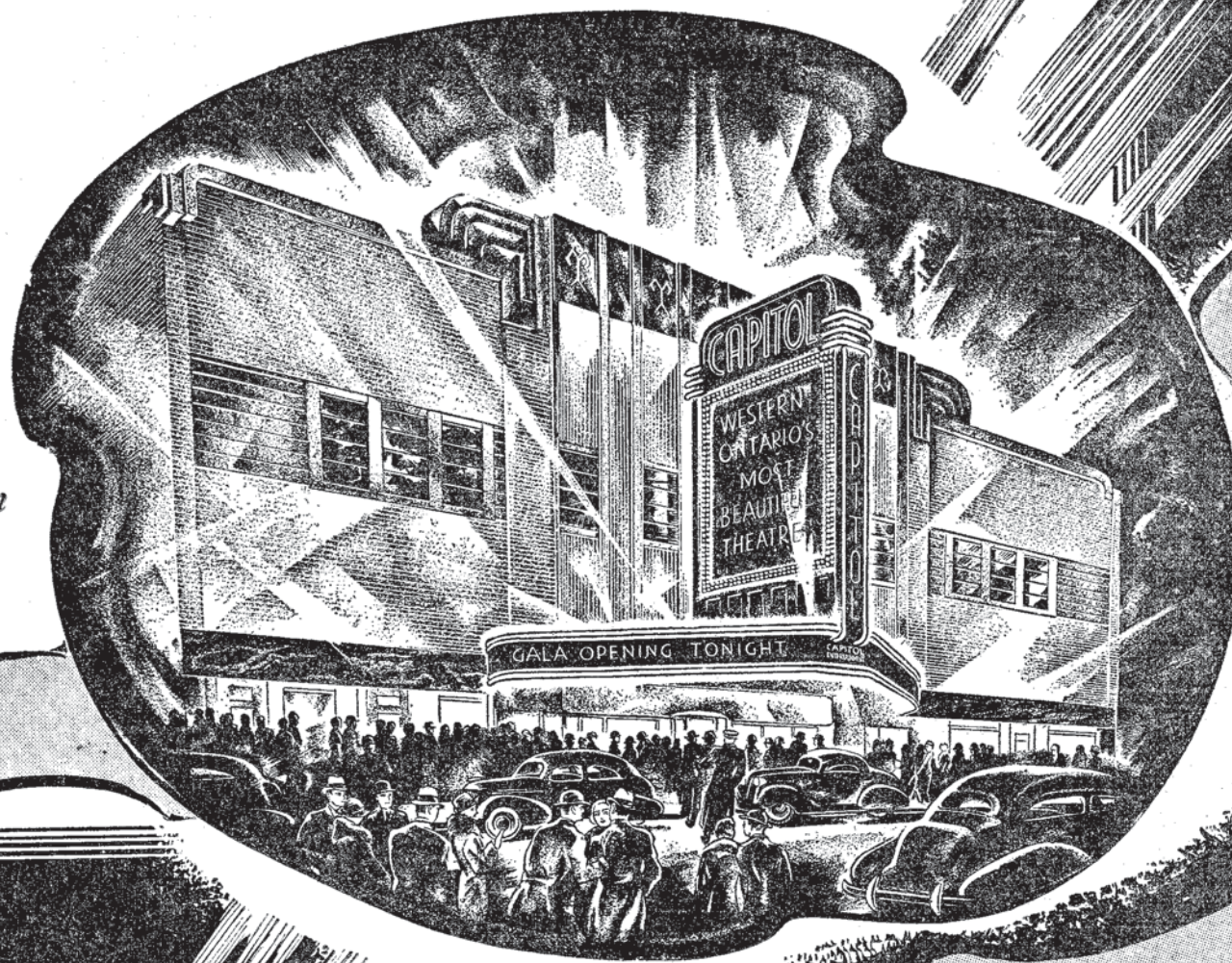
The Most Beautiful, Modern Theatre In Ontario

NOW UNDER CONSTRUCTION

The NEW CAPITOL Theatre Will Seat 1200 Patrons
and Will Introduce Many New and Modern Innovat-
ions Including The Newest Design In Cushioned Seats
...Air Conditioning and Cooling Plant...Wide-Range
Sound and Many Other Features Designed For Your
Comfort and Enjoyment.

WATCH FOR THE
OPENING OF THE
NEW CAPITOL
THEATRE

*An artist's impression
of SARNIA'S NEW
CAPITOL THEATRE*



CITY CURLERS HAVE CAPTURED TWO ONTARIO TANKARDS

Scotch Sport Was Introduced In 1873

Curling, as an organized sport, was introduced to Sarnia back in 1873 when a hardy band of Scots organized the Sarnia Curling Club. The generous wind-swept expanses of Sarnia Bay and ponds along the London Road were rinks for the first two years.

First Rink in 1875

In 1875 the growing club erected a rink at the corner of Johnston and Christina streets. They graduated from their original rink into the sumptuous St. Andrew's arena, now occupied by a garage, building the Christina street building in 1892.

In 1911 they sold St. Andrew's and built themselves another structure at the end of Euphemia street now used as a machine shop and a transport warehouse. Curlers gained entrance to the rink through a lane from Brock street. This structure did duty until 1933 when the present structure on north Front street was built.

Artificial ice was installed in the autumn of 1933 and the assurance of a constant ice surface has been reflected in the brand of curling and the number of participants.

Had Close Call

(Continued From Page 1)

party of ladies-in-waiting to take shelter with their Queen in a humble dwelling. Their hostess placed a shawl about her Majesty's shoulders with the admonition, "Take good care of it; it's the only one I've got."

They all joined in then: the family knows that story. Mr. Lafleur to whom the story-teller was married 36 years ago, May 9, came in from raking the lawn. They

teased Mrs. Lafleur to help him. "She was the best man I ever had, when she was able," he spoke up, heartily.

Then you notice that though she is four score, you can't speak of her as a little woman; the "best man I ever had" is tall and upright. She recalls the days of her prime when she went off to the woods, with an axe on her shoulders. She could swing it with the best of them. When she was first married she helped wash the sheep in the river, clip their woolly coats off and send them scampering and complaining in their nakedness. Then they carded and spun the wool and knitted it into clothes. They made their own boots, too, after a fashion. "I could smoke a skin and make moccasins," she says.

AIR TRAVELLER FEARED THUNDER

Veteran of Many Flights, Women Passenger Nervous of Electric Storms

Newark, N.J.—(CP)—At the roaring air from a reporter watched passengers check in, give their baggage while dispatchers by amplifiers notified officials that the planes were ready to start. Thunder was heard in the distance and the weather appeared bumpy.

An elderly woman, perhaps 75, approached the ticket counter. Her needlework clutched under one arm, she seemed to have been interrupted in the middle of it. "I'm flying to Chicago," she said to an



Above is pictured Sarnia's first Tankard winning team. The two rinks captured the highest curling honors in 1927, defeating Stratford in the finals. Reading from left to right, the players and their positions are: Back row: E. J. Hart, lead; J. C. Barr, second; A. J. Chester, second; Leslie MacAdams, lead; Front row: J. M. Hunt, vice-skip; W. A. Watson, skip; Col. Robert Mackenzie, skip; H. J. Watson, vice-skip.

attendant. "How is the weather?" Reports from along the route were good. The attendant sought to reassure her. "It's a little rough, but you needn't worry, madam, you won't mind it." The woman looked slightly relieved. She smoothed her severe black dress and, apparently a novice to air travel, became confidential. "You know," she said, "I flew in from the coast last week. I've travelled all over the country by air, through

all sorts of weather. Even a blizzard. But I'm afraid of lightning. I've flown through thunderstorms twice, and I don't like them. I hope we don't have any today."

New Profession

The air stewardess smiled as she welcomed her on board. Air stew-

ardessing, one of the newest professions for women, and one of the hardest to enter, is just six years old. Eight girls inaugurated the sky hostess occupation in May, 1930, on the Chicago-California run of a coast-to-coast airway. The service proved so popular that to-

Local Rinks Have Reached Pinnacle Twice In 60 Years

Col. Robt. Mackenzie, Hec. Cowan and W. A. Watson Skips

VICTORS IN 1927 and 1936

Curling prowess in Canada, and more especially in Ontario, is measured in terms of Ontario Tankard success.

Twenty-two curling centres have carried off the red letter trophy in the 61 years it has been competed for. There are eighty-five clubs in the competition and Sarnia has brought the coveted tankard and pretentious banner home twice. Most clubs in the province have been trying for the honor without success for more than half a century.

Won in 1927

In 1927, shortly after the Sarnians had moved into their present structure, two rinks from this city rode to the top of the competition. Col. Robert Mackenzie and W. A. Watson skipped the winners. Harry Watson and Mel Hunt were vice-skips and J. C. Barr and Arthur J. Chester were seconds. E. J. Hart and the late Leslie MacAdams were leads for the two rinks.

Hec Cowan, who was taking instructions from Colonel Mackenzie in 1927, skipped the 1936 Tankard winners. W. J. "Bill" McCart, another youthful veteran, was vice-skip and Alex. Hayes, playing his third year, was second, and Mau-

rice J. Chilton, who was introduced to the winter game two years previous, was lead.

DEAN OF CURLERS



Colonel Robert Mackenzie, dean of local curlers, who has won about all that can be won in curling. Colonel "Bob", a past president of the Ontario Curling Association, skipped one of the winning Sarnia rinks that captured Sarnia's first Ontario Tankard title in 1927.

day 250 stewardesses are employed throughout the country. Of the original staff of six years ago, only one is still in active service—Katherine Mayo, 750,000-mile veteran. All the others resigned to get married.

An air stewardess must be a registered nurse in good standing; she must be between 20 and 28 years of age, not more than five feet, four inches in height, and weigh not more than 118 pounds. She must have a pleasing appearance and personality, and be of good moral character. She must pass the prescribed physical examination at the time of employment and every six months thereafter.

A large airline, increasing its schedules for spring and summer, sought to fill several stewardess positions and, although it received nearly 2,000 applications, only a few women were found fitted for the jobs.

SEVERAL MAJOR SUCCESSES HAVE FALLEN TO SARNIA

Many Curling Awards Won by Local Curlers

Sarnia's major curling record is spotted with achievement after a barren twenty years of early play. It was not until 1897 that Sarnia curlers, whose early games were played on outdoor ponds, where ruggedness and love of the sport was the predominating note that Sarnia won its first title. In that year a Sarnia band defeated Hamilton Victoria's to win "the

Governor-General's competition. It was the second year the trophy was competed for. It was the only time a local rink reached the title round.

Sarnia's Name Appears

Sarnia's name appears once on the list of District Cup finalists. In 1907, the year the competition was inaugurated, Sarnia curlers lost to Orillia in the final round. That, too, was Sarnia's lone appearance in the last round.

In keeping with the local habit of winning trophies during the early years of the competition Sarnia captured the Burden trophy in 1935, its second year, by defeating Plattsville. In 1934 W. A. Watson brought the handsome trophy to Sarnia again when he skipped a Sarnia rink that defeated Midland in the final.

"Despondency is the most unprofitable feeling a man can indulge in."—De Witt Talmage.

"Let Us Take Your Medicine"



J. A. McDONALD
Proprietor

Carter's Little Liver Pills, small ... 23c
Carter's Little Liver Pills, large ... 69c
Antiseptic Burn Ointment, 1 lb. tube 35c
Cod Liver Oil Tablets 100's ... \$1.00
Ex Lax ... 15c, 35c
Baby's Own Tablets ... 23c
Petrolagar ... \$1.19

Kruschen Salts, Giant size ... 69c
A. S. A. Tablets, 12's ... 19c
A. S. A. Tablets 100's ... 49c
Bile Salts Tablets 100's ... 75c
Chases Nerve Food ... 49c
Chases Kidney & Liver Pills ... 29c
Sal Hepatica ... 29c, 57c, \$1.09

FREE BEACH DELIVERY

McDONALD'S DRUG STORE

PHONE 74

Cor. CHRISTINA & CROMWELL Sts.

For 100 Years

You, the people of the Canadian gateway of the Blue Water District, have expressed your desire for good-neighborliness for over a century. It is fitting that on this occasion, your Centennial, we heartily congratulate you.

May you remember this important milestone as an advanced step to future progress.

Sperry's have enjoyed your friendship and patronage and may we continue to hold your constant goodwill.

Sperry's
PORT HURON MICHIGAN

Established 1893

OUT OF THE FORESTS

"Warmth and Comfort For the Home"

DONNACONA

INSULATING BOARD

Keeps Your Home **WARM** In Winter
and **COOL** In Summer

A PRODUCT OF

DONNACONA PAPER COMPANY LIMITED

Donnacona

Quebec

A. BONAPARTE SAILED UP THE ST. CLAIR RIVER IN THE YEAR 1861

Youngest Brother Of The First French Emperor Passed Sarnia, Danced With Village Women

Found Them Free and Unrestrained and Always Shown The Greatest Respect By Their Husbands--Played Like Children

(By Emma Wood Lowe)

Our river once had a visitor who, if all had gone well with the succession of the Bonaparte family, might afterward have become Napoleon of France. He was Prince Napoleon, son of Jerome, youngest brother of the first Emperor. He visited America in 1861.

This prince had been entertained by President Lincoln at the White House and it was thought his visit might have some political significance. As a matter of fact, he was on his honeymoon with his fifteen-year-old bride, Princess Clotilde, daughter of Victor Emmanuel of Savoy, though he left her in New York while he made his western tour.

Only recently has a French periodical, La Revue de Paris, published the diary he kept on his American travels, a part of which was written aboard the steamboat, North-Star, sailing from Cleveland, Monday, August 19, 1861.

Was Much Impressed

He is impressed with the large boat and describes it in detail. "These floating machines, actual nautical hotels, are one of the marvels of this country. I notice that locks, keys, braces and hooks are all in copper. There are one hundred and twenty passengers beside the crew. There is a band on board. Everyone eats together, quite good food, badly served. The food is included in the price of transportation with the exception of the wine. Although I have neither asked nor paid for it I have my own table. There are many women. The respect and attention shown to women is carried almost to a point of exaggeration and they often take advantage of it. What an immense lake! Constantly, I am struck by the great scale of all this country. Its dominant character is the immensity. At 10 p.m. I retire, good bed, hard; cabin for me alone."

August 20, he writes: "At five-thirty a.m. we arrived at Detroit. At six-thirty there was frightful beating of tomtoms to awaken us. Breakfast at seven-thirty. At 8 o'clock I took a walk, visited a cemetery. Detroit has 50,000 inhabitants, a large commerce in wool, grain and flour. Directly opposite Detroit is the small city of Windsor. A Frenchman discovered Detroit in 1701, and General Cass who, if one may say so, founded it. General Cass was minister at Paris from 1840 to 1846, since minister of foreign affairs under President Buchanan up until March of 1861. He is seventy-nine years old. He and his son came to see me on board. We took a long drive in his carriage as far as Lake Saint Clair. The roads are frequently built of transverse

planks laid in a sandy soil. This caused a jolly drive for a number of miles. The General is sad and discouraged by the actual war. He doubts of the future of the Union. He took me to his home; it is small but attractive. His son, who was for twelve years minister at Rome, is more disgusted than even his father with America. 'When I wish to see someone agreeable,' he said, 'I cross the river into Canada.'

"The curious crowd disturbs me. The farther west I travel the more greedy it becomes to see this strange beast—a European prince. The people express a sympathetic sentiment for France and also admiration for the name I bear. Many of the Canadians talk with me in French."

"At 2 p.m. we depart. Captain Sweet comes to beg me to show myself. There is an enormous crowd before the boat. A gentleman on a roof speaks a few words, cries: 'Vive le Prince Napoleon!' and the people shout 'hurrahs'."

He describes his trip across Lake Saint Clair and up the river. The weather is beautiful, not too hot and the sun magnificent. "Arrived at Port Huron (United States), Port Sarnia on the Canadian shore, at six o'clock; docked for half an hour. This evening there is a dance on board. The women are very free and unrestrained. They play like children and these men with little education always show them great respect. Three negroes, the cook and the barber, compose the orchestra. The steward conducts the dances. Polkas and even the lancers. They sing; all this is done with propriety and politeness, but it all has the air of a lady-maid's ball. At ten o'clock everyone shakes

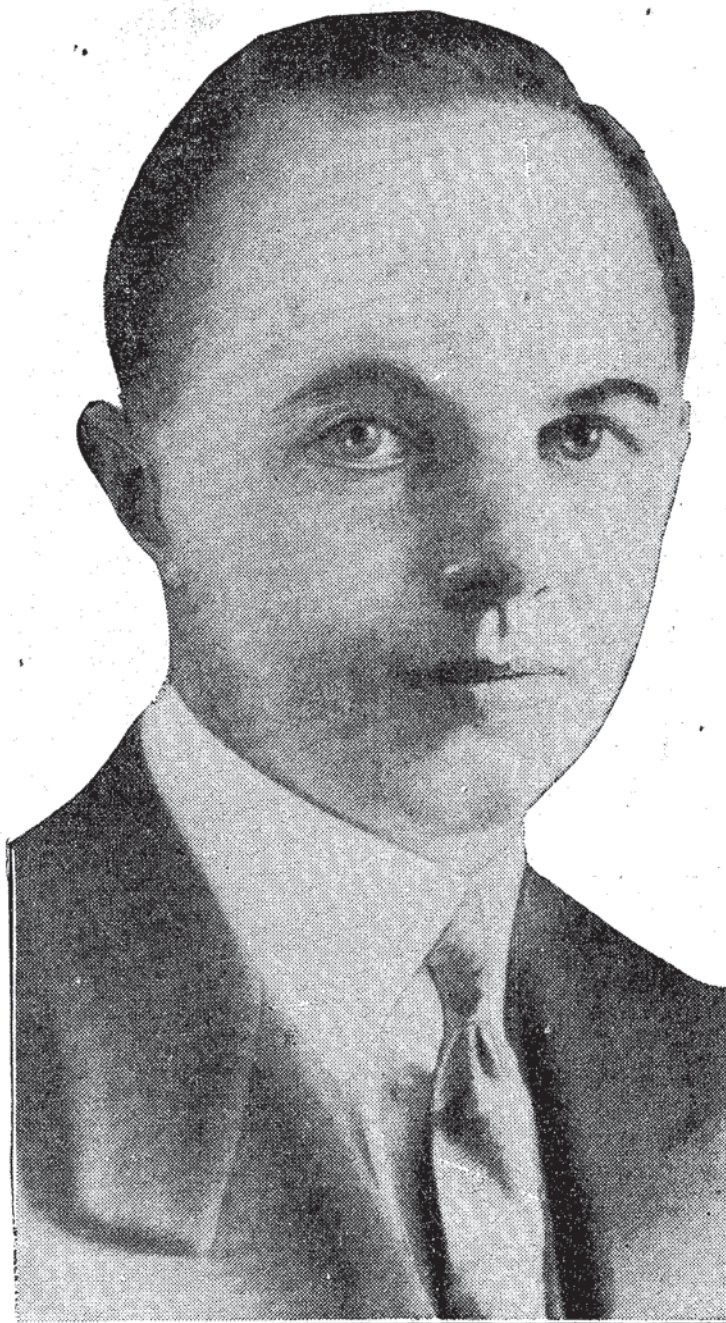
hands and goes to bed."

In the diary dated August 21 he is impressed by the magnitude of Lake Huron. "I train my glasses on the main land and consult the horizon in vain." He finds the lakes "veritable seas." "At five-thirty, after a charming voyage amongst innumerable islands, we arrive at Sault-Sainte-Marie. It is a rapid, that is to say that the current of Lake Superior throws itself headlong into Lake Huron. It is restrained by huge stones and there is not more than a meter of water. The State of Michigan has built a canal with two locks in order to evade this obstacle. The canal is very large and the locks vast enough for our immense floating house. At this remote part of the civilized world, to find this gigantic construction uniting the two lakes strikes me with astonishment. During the time that the boat passes through the canal and the two locks I promenade and chat with the Indians and Canadians who come, in summer, to fish for the excellent trout and whitefish. These Metis Indians speak the purest French. I am profoundly touched at this. They are poor, polite and full of cordiality."

"Since I came aboard the captain has hoisted a large French flag which astonishes and incites the inhabitants. Everywhere they acclaim us. The timidity which has caused the passengers to hold aloof is gradually disappearing. The women come and talk with me. Often a man advances, holds out his hand and says: 'Permit me to shake hands with you, Prince Napoleon!' and he retires immediately."

"The weather has become colder. The evening is beautiful, Clair de lune."

Sends Congratulations



The following message of congratulation to the City of Sarnia on its centennial was today received from the Hon. M. F. Hepburn, Premier of Ontario.

"On behalf of the Province of Ontario, I wish to extend cordial greetings to the City of Sarnia on the celebration of its hundredth birthday. I am confident that the energy and industry which have built up this thriving community will also ensure its future expansion along sound lines and well-laid plans of civic improvements. In its development, which is sure to continue, the government of the province will be pleased to co-operate in every way possible."

WHEN DOGS ARE DOGS Szeged, Hungary—(CP)—Owners of 522 dogs were summoned to court with their pets to decide whether common or pedigreed for tax purposes.

HAD CLOSE CALL IN INDIAN DAYS

Veteran Settler on Banks of Assiniboine River Tells of Early Days

Winnipeg—(CP)—The "closest shave she ever had," was told by Mrs. Charles Lafleur—born on the banks of the Assiniboine—to Lilian Gibbons of The Tribune. She was Elizabeth Smith who married first William Bourke whose father came with the Selkirk settlers.

The Sioux Indians had gone on the warpath in the earlier 60s; one of them, Little Six, was found in the Red River settlement. "He boasted of having killed 14 women and children . . . and Willie captured him, taking him to Emerson. While he was gone, I was walking along the river bank one day when I met an Indian who wanted me to come down to the river with him and he would give me some of his ducks, but I hurried on . . . Willie said later, had I gone to the river, I would have been the sacrifice to repay for Little Six . . . that was my closest shave," finished Mrs. Lafleur.

A River Home "Well, surely the excitement must be over now," I said. I was married to Willie the next week,

June 28, 1871. Yes, in St. James church I had a blue wedding dress." The young Mr. and Mrs. Bourke set up housekeeping on the old Hudson Bay Company Experimental Farm in a log house with Caron stoves. So, for the third time, the girl born on the banks of the Assiniboine had a river home: at Colony street, then out to the present site of Assiniboine park, where her father moved his family later and then to the Experimental Farm.

Once, her father, who, before he came to Canada, was a soldier in the Inniskillen Dragoons, the Queen's home guards, was on tour of Scotland with Queen Victoria. A sudden rainstorm forced the

(Continued on Page 2)

To The Citizens, City Of Sarnia:

The people of Point Edward extend to you, on this glad Centennial day, their hearty felicitations.

It is indeed a long look—a century in retrospect—but we believe able writers will suitably recall elsewhere, the milestones that have been passed throughout the years.

Our message, we feel, should be in the nature of a personal one—to rejoice with you, and to revere the names of those hardy pioneers who have founded and built up a great heritage, a peaceful, law abiding community, a Village, a Town, a City beautiful.

In a world seething with unrest, with industrial strife, unemployment and many other ills, one may be inclined to think, never were conditions so bad as at present. It should be remembered, however, that in their day the Pioneers of Sarnia encountered and overcame trials and difficulties, which may have seemed to them equally as difficult and trying as the Citizens of today see theirs.

To the indomitable courage—the will to win—of her Pioneers, must go much of the credit for your City as it exists today, and we of Point Edward can conceive of no more appropriate wish than that Sarnians reset their compass on that same course and maintain it through the years of their responsibility, to the end that they will leave for coming generations, a still greater heritage, a City, in every sense of the word, more beautiful.

Mary E. McDougall

Clerk - Treasurer

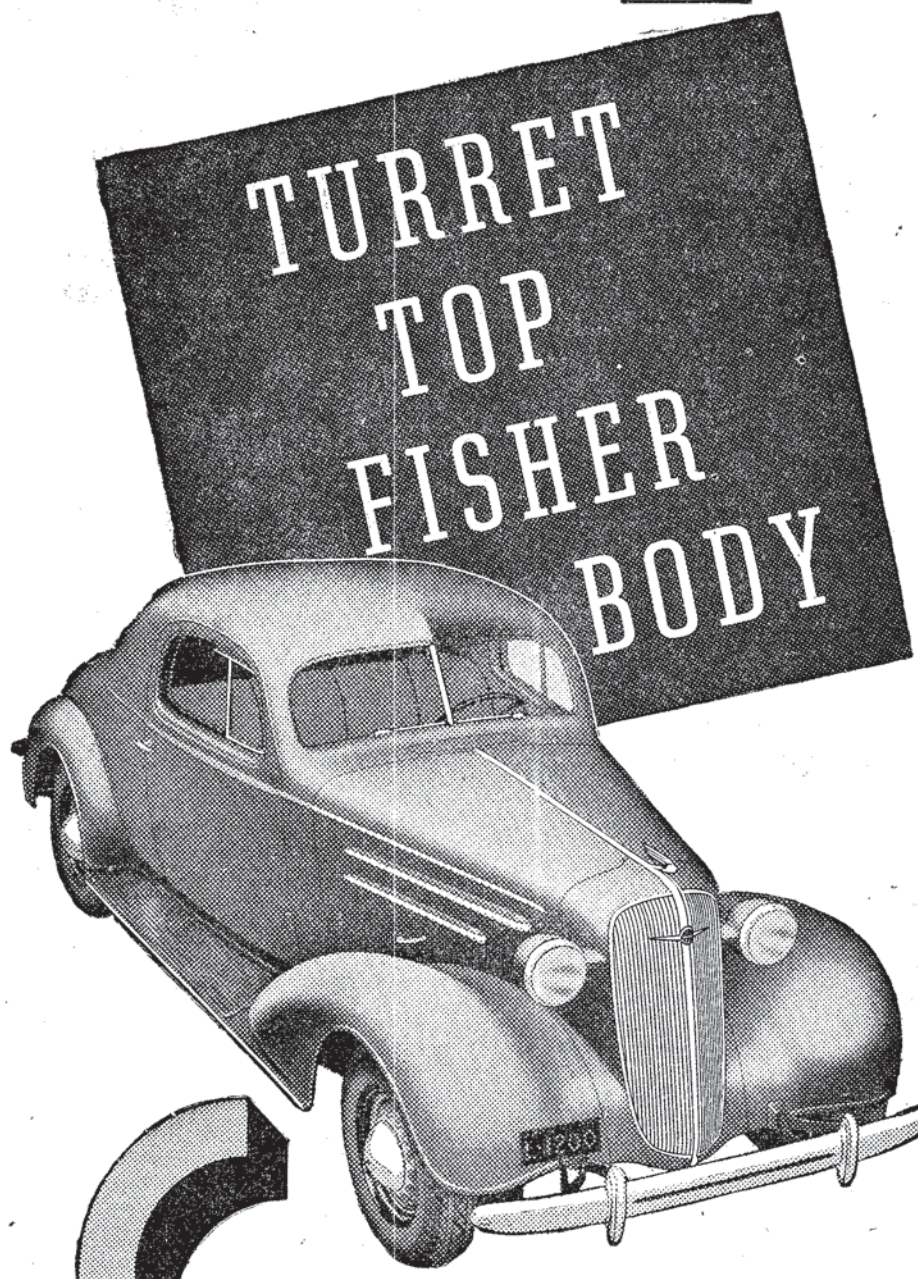
David Ross

Reeve

Congratulations To Sarnia On Its Historic Centennial

Best Wishes For A Successful Celebration

TRUE STREAMLINING PLUS SOLID STEEL SAFETY



TURRET
TOP
FISHER
BODY

EVERYBODY admires the beauty of the 1936 Chevrolet—the only low-priced car with the famous streamlined Bodies by Fisher.

But seasoned motorists point to something far more important than good looks, which Chevrolet alone offers in its field. And that is the safety of the solid steel Turret Top roof.

The fact is, this Turret Top that gives you unequalled overhead protection, also makes possible the complete streamlining of the car. For the Turret Top is drawn from one solid, seamless sheet of steel. There's no old-fashioned insert of fabric-and-chicken-wire to mar the beauty of its smooth gleaming surface.

Make sure your next car is safe from the top down. And that means, of course, choose a Turret Top Chevrolet, "The Only Complete Low-Priced Car". Monthly payments to suit your purse on the General Motors Instalment Plan.

Priced from **\$736** Master DeLuxe Models from \$864
Delivered at factory, Oshawa, Ont. Government taxes, freight and license extra.

The Only Complete Low-Priced Car
PERFECTED HYDRAULIC BRAKES . . . TURRET TOP BODIES BY FISHER . . . VALVE-IN-HEAD ENGINE . . . FISHER NO-DRAFT VENTILATION . . . KNEE-ACTION (on Master DeLuxe Models) . . . SAFETY GLASS THROUGHOUT



St. Clair Motors of Sarnia Ltd.
109 N. Christina St. Phone 1515

Jas. D. Bidner
Brigden, Ont.

F. O'HEARN & CO.

—MEMBERS—

THE TORONTO STOCK EXCHANGE
WINNIPEG GRAIN EXCHANGE
MONTREAL CURB EXCHANGE
CANADIAN COMMODITY EXCHANGE
CHICAGO BOARD OF TRADE

Phones 2200-2201

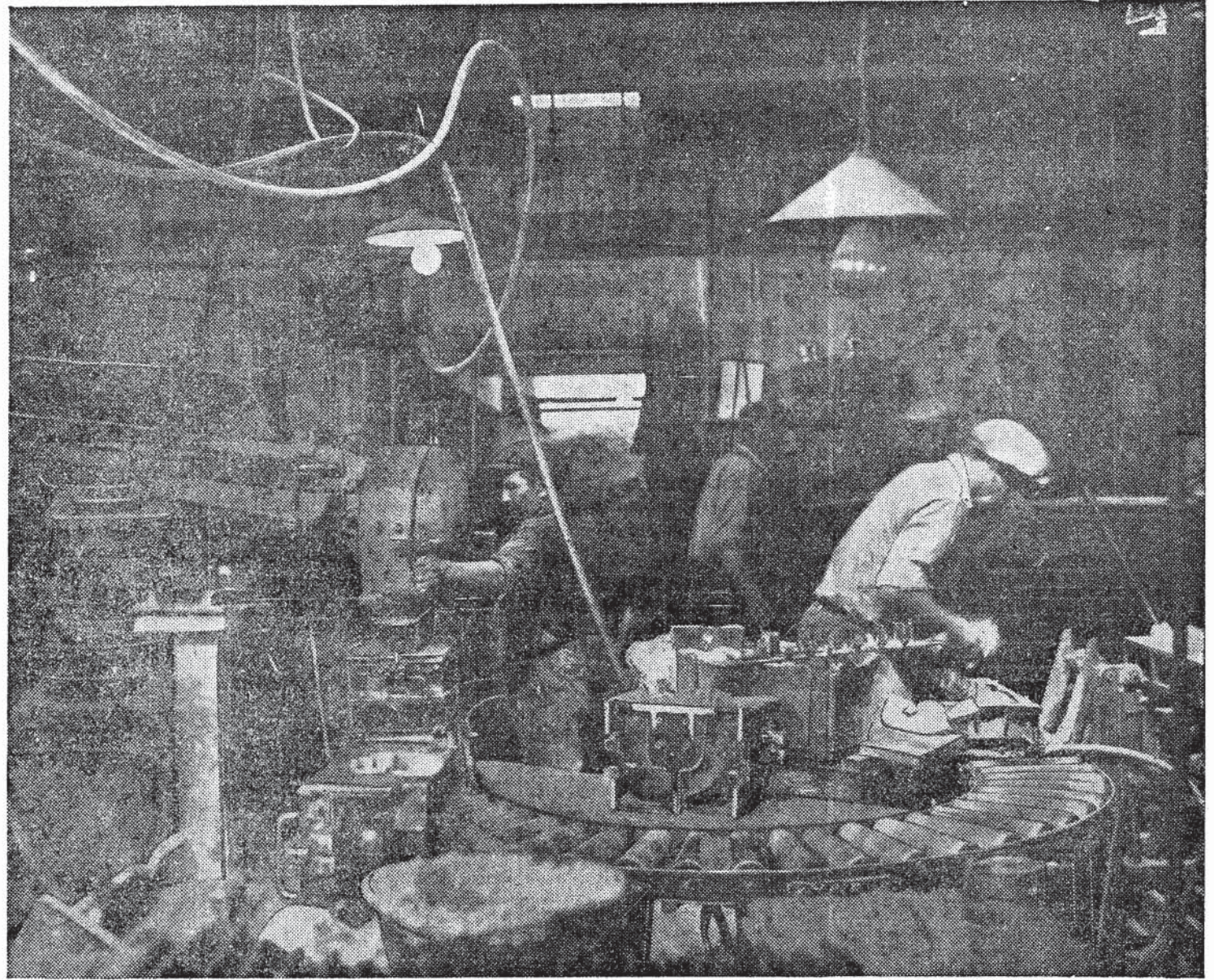
217 N. Front St.

Sarnia

OFFICES:

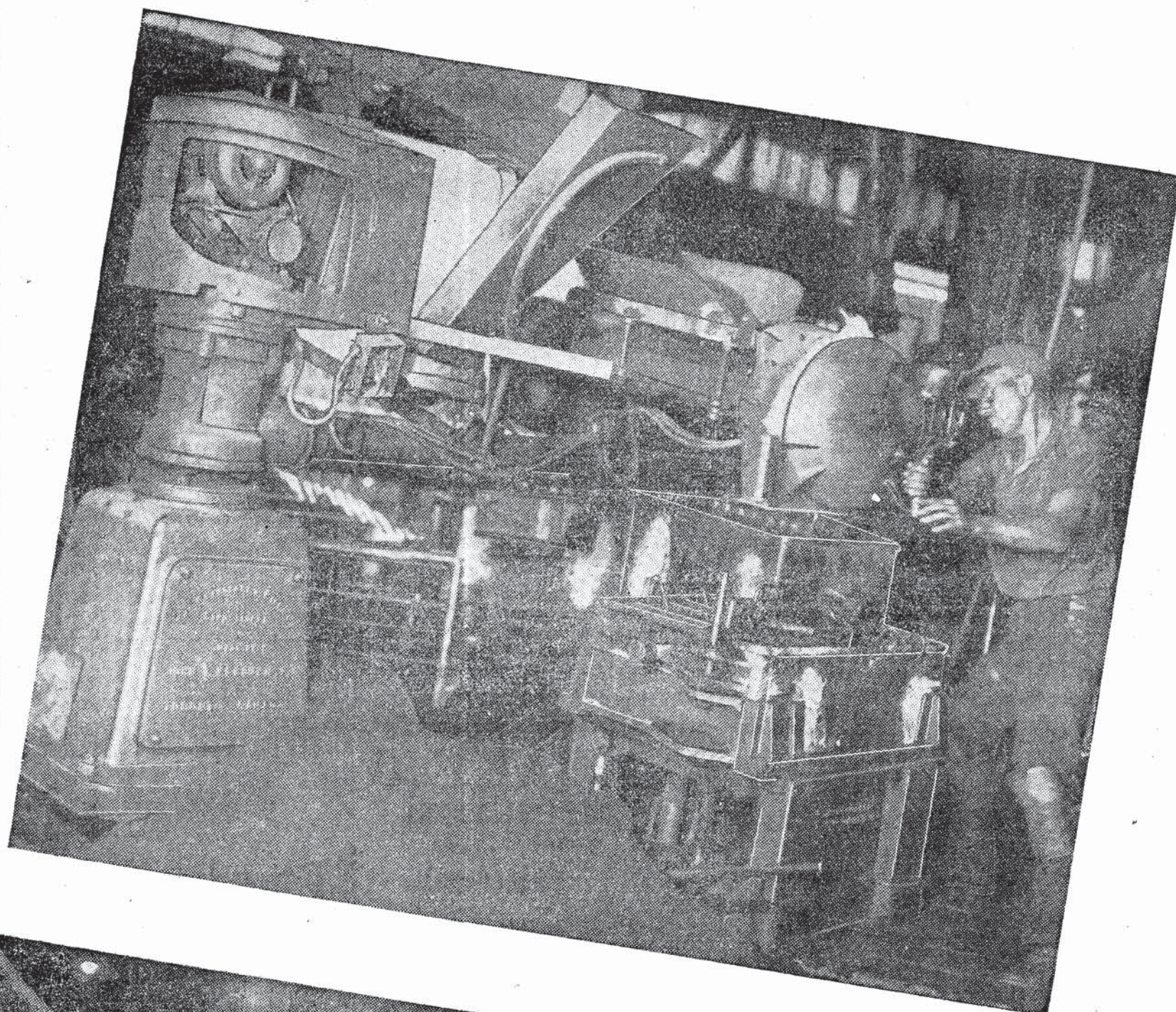
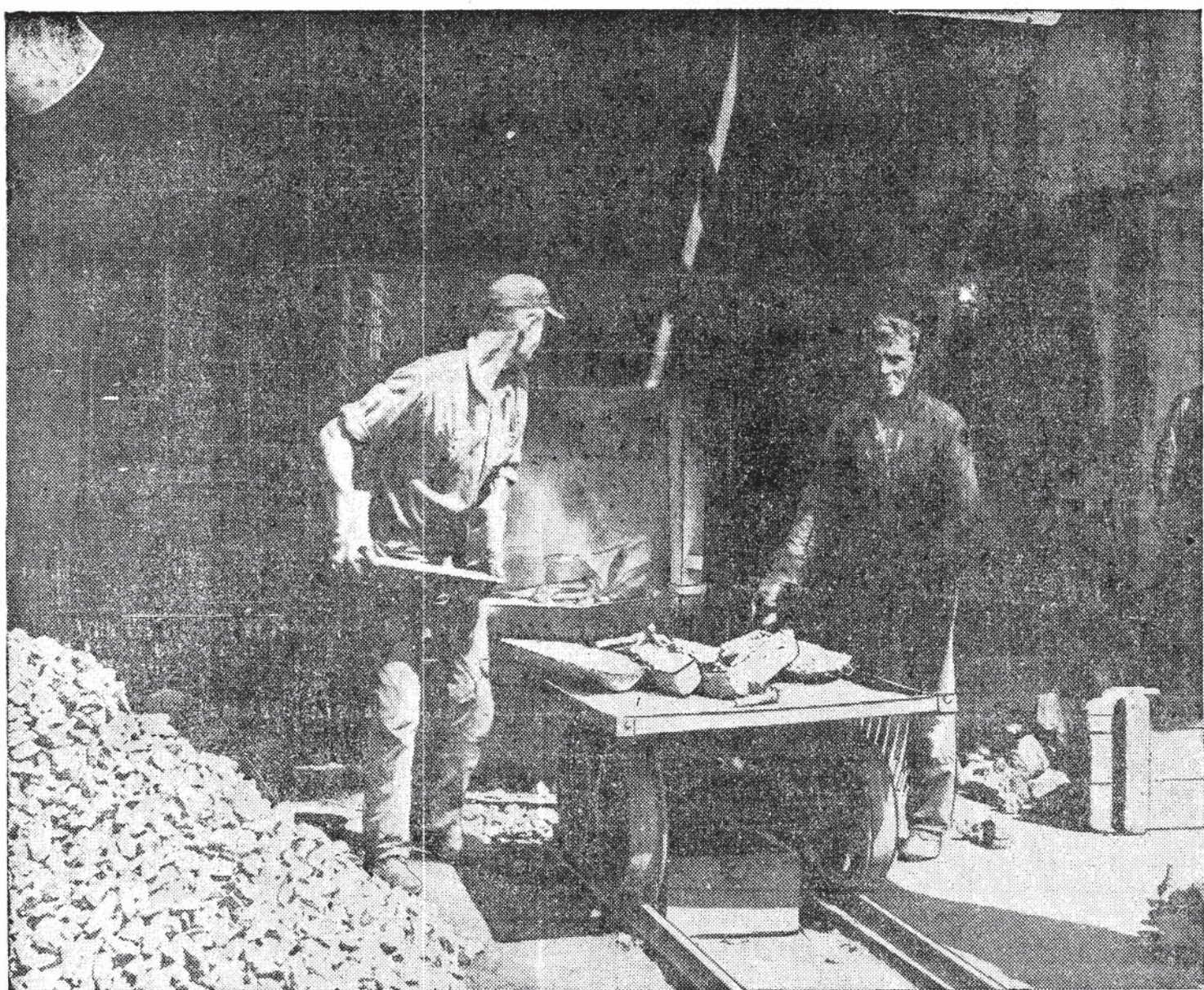
Toronto, Montreal, Ottawa, Hamilton, Sarnia, Owen Sound, Timmins,

Cobalt, Noranda, Sudbury, Kirkland Lake, North Bay

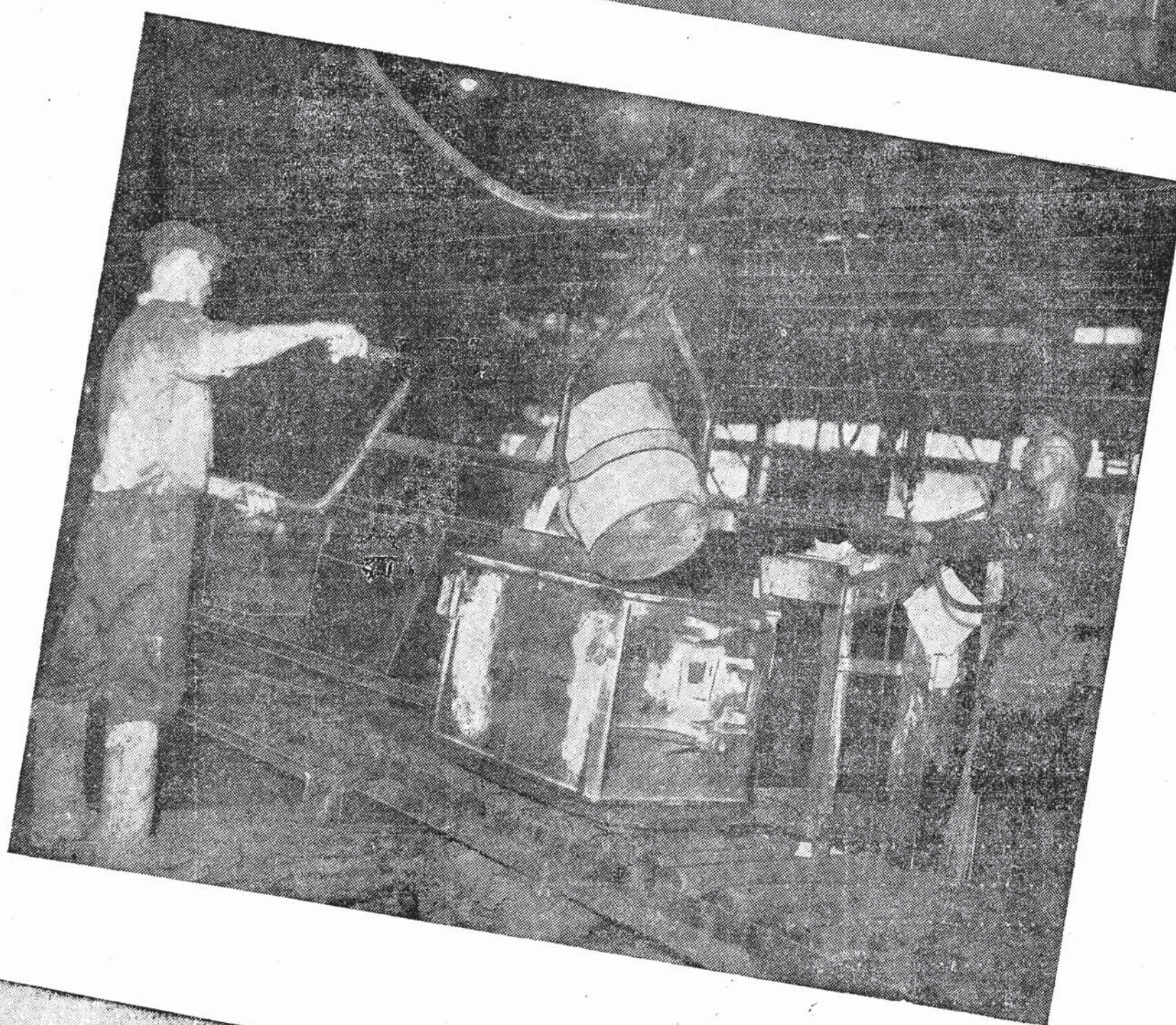


HOLMES COMPANY

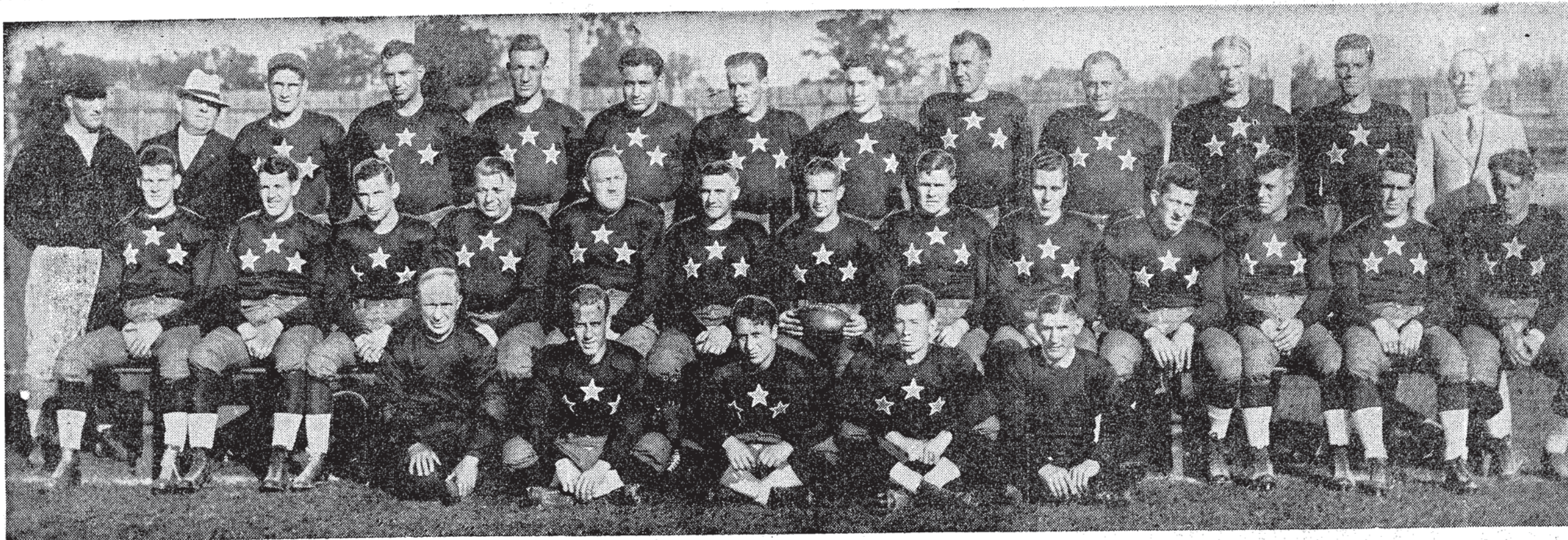




FOUNDRY LIMITED



SARNIA'S ONLY DOMINION SENIOR FOOTBALL CHAMPIONS



Notes From Old Diaries

"Dec. 6, 1836"—A Jubilee meeting was held to consider a railroad proposition.
On "April 27 and 29, 1837," Durand's mill was raised. This was the first sawmill, and was run by water conveyed from the Perch

by "Durand's Drain," a canal dug the year before, immediately north and paralleling George street.
On "Dec. 15, 1837," the first log was cut in Durand's mill.
The first piano in Sarnia was owned by Hon. Malcolm Cameron

in 1838—possibly earlier.
Commander R. E. Vidal, R.N., was the first Collector of Customs and collected the first fee from the vessel, "Mary and Jane, of Goderich, Oct. 13, 1840."

Above is pictured Sarnia's first and up to the present, only football team that ever won a Dominion gridiron championship. They turned the trick in 1934. Here they are.
Back row—Art Massucci, coach; George Brown, president Imperial

Athletic Association; Norm Perry, Gil Putnam, Bruce Spears, Ormond Beach, "Doc" MacVicar, Hugh Stirling, Jack McLean, Lyle Welsh, Ted Moore, Reg. Ewener, S. B. Scott, manager; Second row; Irwin Fraser, Gordon Paterson, Neil Van Horne, Clifford Parsons, Jackie Baker, Stan Reeve, Alex Hayes, George Clark, Wilfrid Molloy, Harry Smith, Johnny Manore, Pat Butler, Claude Harris; bottom row, Walter Buxton, trainer; Norman Geary, Robert Parsaca, Lye McKay, Robert Thorpe, trainer.

Notes From Old Diaries

First recorded baptism of a white child in Sarnia, Emma Harriet Vidal by Rev. James Evans—Nov. 5, 1866.

Sarnia Post Office was established in 1837, and on Sept. 10, 1839, became a twice per week service.

SUPPLYING GOOD BAKING

TO SARNIA HOMES
SINCE 1896

With a
Baking Staff

That is composed of people who have kept up with the times. Every worthwhile improvement both in mechanical and sanitary equipment for better baking has been adopted—thus assuring our customers the finest quality in all lines of baking.

Our Good Bread

Every loaf is the same and every slice is perfect—made according to the same high standards that we have always lived up to

Try a Loaf Of:

- RYE BREAD
 - BRAN BREAD
 - SOY BEAN BREAD
 - ALL FANCY BREADS
 - 100% WHOLE WHEAT
- MADE WITHOUT SUGAR, MOLASSES OR MALT

John Mackenzie started in his first baking venture in this city at the corners of Euphemia and Davis streets.

Like Sarnia his business increased and in a few short years it was necessary to seek a larger and more central location.

In the year 1899 Mr. Mackenzie formed a partnership with his brother Alex. The present location was then opened and the

business become known as the "Star Bakery."

During 1912 Mr. John Mackenzie purchased the interests of his brother and has since operated the business himself.

On this occasion of Sarnia's centenary celebration, John Mackenzie and staff wish much happiness and prosperity to all her citizens.

JOHN MACKENZIE

LOCHIEL ST.

BAKERY

PHONE 178

Sarnia Has Reached The Top Four Times In The Athletic World Of Rugby and Curling

Tankard Has Been Brought To City Twice With Two Dominion Football Titles

Sarnia athletes, knocking at the title doors for most of the hundred years of its being, has crashed into throne rooms but four times—twice in football and twice in curling.

It was a Sarnia Collegiate football team back in 1922 that first reached the title heights, smashing through all competition to the Dominion championship.

First Title Bid

That was Sarnia's first title and it was to last them for many years. Not until 1934, after years of building that had seen Sarnia emerge from homespun into streamline senior play, did another Canadian title come.

Two years ago, with a team comprising the pick of Sarnia's football talent, augmented by stars from both sides of the border and with Art Massucci, an

American coach, at the helm, the Imperials surged through to the first senior Canadian Rugby Union title in Sarnia's long and creditable football history.

On Two Teams

Bruce Spears, starting his football career at the Sarnia Collegiate, was a member of the 1922 champions. In 1934, after graduating from intermediate O.R.F.U. with Sarnia and Senior Intercollegiate with the University of McGill, he was a member of the Imperials, the only Sarnian to play on two Dominion football championship teams.

In sixty-one years of Ontario Tankard curling the Sarnia Curling club has topped the list twice. In 1927, when the two-rink competition was in vogue the veteran Col. Robert MacKenzie and W. A. Watson skipped Sarnia to its first Tankard title. Last winter a

band of younger curlers, skipped by Hee Cowan, repeated with a thrilling finish.
Football's high spots were 1922 and 1935. Curling's epic years were 1927 and 1936.

Sarnia Famous In Days When Bikes Were King

Fred Loughead and Angus McLeod Were Stars

Bicycling became popular in the eighties, and Sarnia, as usual, came

to the front in this line of sport. Those were the days of the "ordinary" high wheel. The Sarnia Bicycle Club was organized with W. B. Clark as president; Thos. Cook, vice-president; J. C. Clark, treasurer; W. R. Paul, secretary; Chas. Mackenzie, 1st lieutenant; Dr. Hayes, 2nd lieutenant; Frank Mitchell, captain. In the early nineties the "safety" began to appear and bicycle meets became a great drawing card. The Sarnia club built a third-mile cinder track inside the race track at Bayview Park and were successful in securing the annual meet in 1893.

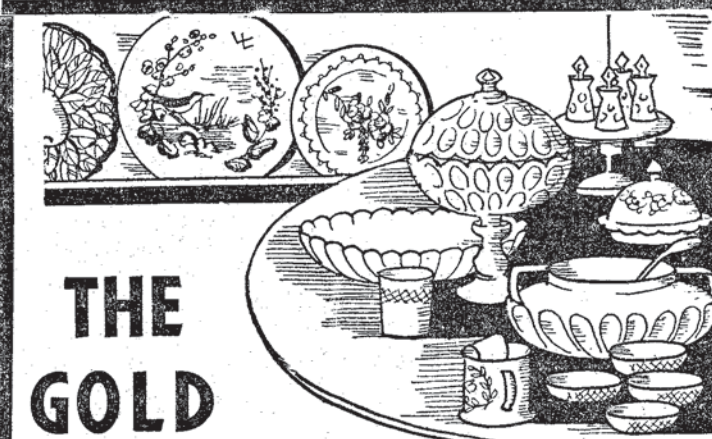
The members of the local club who became famous were Fred Loughead and Angus McLeod, and many others were no mean sprinters, including Sam Hitchcock, Melville Glynn, Jas. Shillinglaw, Wm. Wadland, Wm. McC. Symington, Geo. S. Samis, W. A. Couse and J. S. Thom. The club riders in the great relay race from Sarnia to Montreal were: Jno. Brebner, W. McC. Symington, Mel. Glynn, Geo. S. Samis, W. A. Couse. Sarnia won prizes at Goderich and Petrolia for turning out the largest crowd in uniform, and at the C.W.A. meet at Waterloo, all class "B" and "A" events were won by Sarnia through the ability of Angus McLeod and Fred Loughead.

LANDSLIDE FEARED

Port of Spain, Trinidad—(CP)—Fears were expressed in the Port of Spain district of Port of Spain that excessive precipitation during this rainy season is undermining the area. Walls of two residences have cracked, showing imperceptible movement toward the river. Authorities have dug a deep drain into the river near the residences in an attempt to prevent a landslide.

PREMIER KING INVITED

Waskeslu, Sask.—(CP)—To mark the signing of treaty number six, in 1876, Prime Minister Mackenzie King has been invited to attend a celebration here the first week in August. Thousands of Indians will gather to commemorate the historical event that ushered in peace between the Indians and the white man.



THE GOLD LETTERED MUSTACHE CUP and The MAJOLICA CUSPIDOR

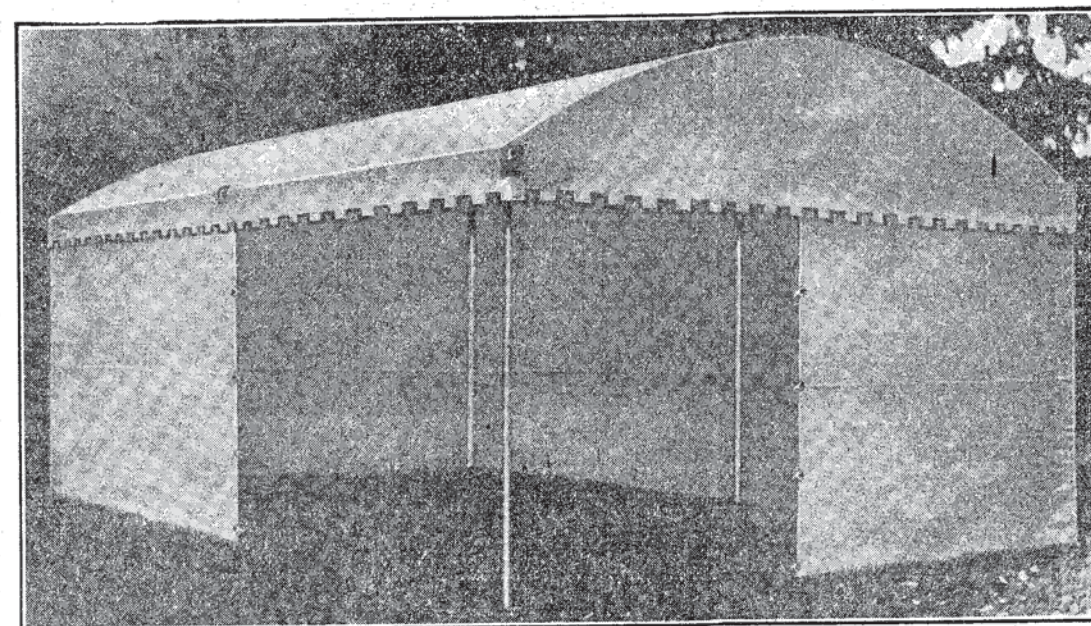
Those were the expected gifts in the old days. Dad had to have his mustache cup to keep his "Chester Conklin" from straining the coffee and Mother just had to have a majolica cuspidor for every room and men were true marksmen those days. Or maybe you bought a condiment castor or a set of Delft dishes. To get the fullest appreciation of what has been achieved in a modern way in the art of pottery, ceramics and glassware designing see our elaborate display of beautiful gift suggestions.

BREAKFAST SETS
DINNER SETS SERVICE PLATES
ROCK CRYSTAL GLASS WARE
SHEFFIELD PLATE

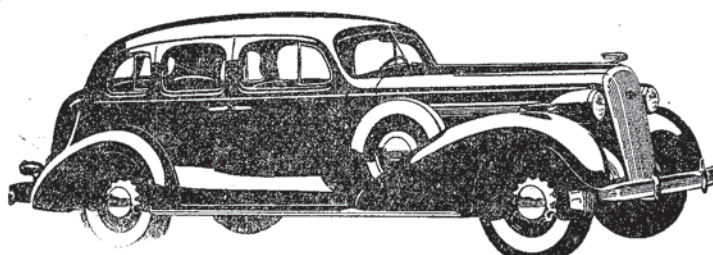
CLARKE'S CHINA SHOPPE

CHRISTINA ST.

PHILLIPS' NEW CHAPEL TENT



This tent is the new departure in the carrying out of funeral services and is invaluable in real cold weather, rain or wind storms or in case of hot sunlight. It gives the utmost protection to those people who are in attendance at funeral. This is only one of the many features of the service which the Phillips Funeral Home provides.



1936 McLAUGHLIN-BUICK

We are glad to have shared in some measure in your progress and your growth.

Since our inception in 1931 in the midst of the recent depression, we have been fortunate to receive an encouraging portion of the automotive business of this city.

In March of this year, we found it necessary, through the ever increasing patronage of the service department, to move our place of business to 149 Victoria street, that we might offer to our patrons a speedier and more efficient mechanical service.

SINCE 1931

SARNIA'S EXCLUSIVE PONTIAC and McLAUGHLIN-BUICK

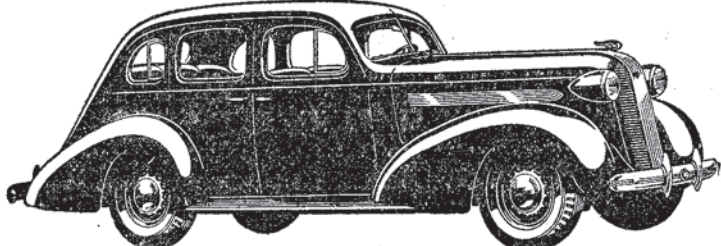
Dealers

SARNIA MOTORS LIMITED

New Location, 149 N. Victoria Street

Phone 3300

1936 PONTIAC SEDAN



SARNIA LADY IS BUT SEVEN YEARS YOUNGER THAN THE CITY

Mrs. Helen Halliday Hale And Hearty Despite Years

Sailed From Scotland In
May Of Year 1857

Mrs. Helen Halliday, 192 Cobden Street, who is seven years short of the century mark and has lived in Sarnia for nearly three score years is one of Sarnia's oldest citizens. Mrs. Halliday celebrated her ninety-third birthday on January 12.

Still Active
She is still very active for her age as she walks almost daily from her home on Cobden street to the home of her sister-in-law, Mrs. Rod-

erick Young, 199 N. Brock street, for her noon-day meal. Mrs. Halliday is in full possession of her faculties although her hearing and sight have both been slightly impaired. In addition to taking a daily walk in good weather, Mrs. Halliday keeps herself busy by caring for chickens, taking a great deal of pride in her feathered flock.

She had been used to a lifetime of labor which included farming, housekeeping, and sailing the Great Lakes as a cook for eighteen years. Mrs. Halliday looks forward eagerly to Sarnia's Centennial.

Sailed May 15, 1857
It was on May 15, 1857, that the John MacKenzie, a sailing vessel of 804 tons register, left Glasgow with 500 passengers bound for the New World. Included in the emigrants were Mrs. Halliday, her parents and brothers and sisters. After six weeks sailing the boat came down the St. Lawrence River to a point where the passengers were transferred to two smaller craft and taken to Quebec and Montreal. It was the usual custom to transfer to the boat but William Young

and his family decided to take the train because the mother was ill. This was done and before the train reached Montreal they heard that one of the boats was destroyed by fire and that the passengers were either burned to death or drowned. Mrs. Halliday has in her possession the passport certificate issued by Murray's emigration office at Glasgow.

Five Day Walk
One of the interesting events of which Mrs. Halliday delights in telling, was the occasion when she and her father walked from Scott township, east of Toronto, to Minot township in Wellington county, near Guelph. The trip required about five days tramping through the bush by way of Newmarket, Orangeville and Fergus. There were no roads and the journey was more tedious because her father took along a cow.

When 23 years of age Mrs. Halliday was married but within three months she was a widow, her husband having died as the result of



Mrs. Helen Halliday, still active after her ninety third birthday, is one of Sarnia's veterans.

an accident. An interesting event in connection with the wedding was the fact that the ceremony was performed by the Rev. John Smithers, a cousin of Florence Nightingale, the famous nurse. The Rev. M. Smithers was a native of England and when a young man he fell in love with Florence Nightingale. But the law prevented the marriage of cousins and the young minister came to Canada and went to the Red River district, where he ministered to the Indians. Later her served in Ontario in the vicinity of Elora.

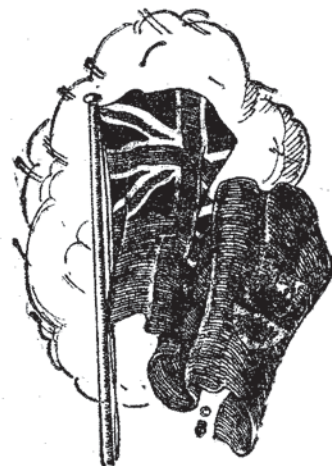
Lived in Toronto
During her younger years, Mrs. Halliday went to Toronto, where she was engaged in household duties in the homes of the late Hon. Robert Baldwin and the late Hon. Gordon Brown, one of the editors of the Toronto Globe. Later she went to the United States, where for 18 years she was a cook on a boat operating between Bay City and Tonawanda. Since that time she

has been a resident of Sarnia.
Early Days in Sarnia
Speaking of the early days in the city, Mrs. Halliday recalled that there was no waterworks system in the town when she first came here. Drinking water was obtained from the St. Clair River in pails. The main part of the city was Front street, with narrow board walks, muddy roads and small stores with balconies extending over the street. Later the horse cars made their appearance and they were followed by the electric cars. One of the largest buildings in the town was the Alexandra House which was on the site of the present postoffice. There was only one factory, the Goodison Thresher Company, and at that time it was one of the largest industries in the district. During her lifetime Mrs. Halliday has witnessed many changes and today she eagerly looks forward to the future and what it holds for her.

AGAINST THE BLUE

Here against the sparkling water, Silhouettes of ancient go. Here a tiny skiff goes sailing. Small canoes pass to and fro. Sail boats and the side-wheel steamer. Prosaic harvester, and dreamer Pass by the depth of blue-green flow. Silhouettes of locomotives. Buildings, wharves, and docks arise. Smoke stacks point their smutty fingers To great ships sailing through the skies. Commercial humming knows no slumber, And the streets and roads outnumber The hundred years that saw it growing fair.

—Joan David.



COMPLIMENTS OF

COLLINSONS'

213 HURON AVE. PORT HURON

COMPLIMENTS OF

HUGHES

222 - 224 HURON AVE. PORT HURON

"TRY KRESGE'S FIRST"

S. S. KRESGE'S DOLLAR STORE

HURON AVE. At Grand River PORT HURON

COMPLIMENTS OF

SPRINGER & ROSE

AARON M. ROSE

205 HURON AVE. PORT HURON

PORT HURON'S MOST ATTRACTIVE

THE WONDER BAR

103 HURON AVE., AT THE BRIDGE

WITH THE COMPLIMENTS OF

ANDY THOMAS

MEN'S SHOP

215 HURON AVE. PORT HURON

YOU WILL LIKE

McELROY'S SHOES

226 HURON AVE. PORT HURON

These Port Huron Merchants extend their good wishes for continued happiness and prosperity to all residents of Sarnia on this occasion of the City's Centenary Celebration Aug., 1-3



WITH THE COMPLIMENTS OF

J. C. PENNEY CO.

311 HURON AVE. PORT HURON

EVERYTHING FOR THE SPORTSMAN

AT

UNGER'S Sport Shop

227 HURON AVE. PORT HURON

COMPLIMENTS OF

MOSHER'S

"THE STORE WITH THE STREET CLOCK"

209 HURON AVE. PORT HURON

Port Huron's Only De Luxe Theatres

DESMOND, FAMILY and MAJESTIC

Management of W. S. Butterfield Theatres, Inc.
Operating Michigan Circuit of Vaudeville and Picture Theatres

A BUTTERFIELD SHOW IS THE BEST PLACE TO GO

WHEN IN PORT HURON PAY US A VISIT

ALEXIS

CONFECTIONERY AND TEA ROOM

A PLACE THAT'S NEAT, WITH THINGS THAT'S SWEET

223 HURON AVE. PORT HURON

We Neighbors

"Just across the river" as casually as that is the way "we neighbors" on either side speak of crossing a great frontier. The very name "River" symbolizes something which is a matter of distinct pride with all of us—the friendly neighborly relations which have always existed between our two great nations, particularly between those of us who practically touch hands across the "River."

Pleasing, companionable relations have existed along the frontier of Canada and United States for many, many years. Today that friendly feeling is deeper and we believe will continue to grow year after year. In a world of changes, we can pin our faith to this—"we neighbors" on the frontier will remain in a literal sense "neighbors."

We, Port Huron retail merchants represented on this page have joined together in extending sincere greetings to all residents of Sarnia on this her 100th birthday. It is our wish that each and every resident and all visitors may enjoy every minute spent during this time of celebration and find much real pleasure and good during the remainder of the summer.

Our stores serve a great area of Eastern Michigan with very large and reliable stocks of merchandise and render quick and efficient service. Many of us have been well known to Sarnians for a great many years and we, whose names appear on this page, extend a cordial invitation to all residents of Sarnia and district to visit us when in Port Huron.

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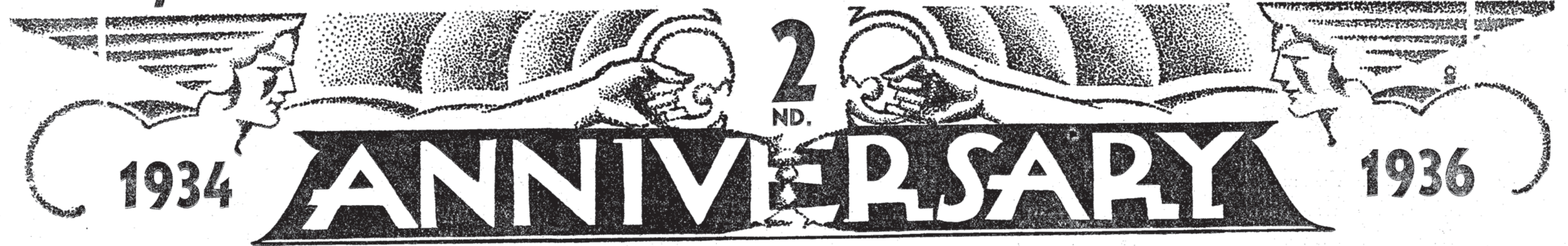
SPECIAL

Special Comfort. . . . Special Fit. . . . Special Smartness.
A lot of good things to find in one pair of shoes, but you'll find them in every Treadeasy. That's why they're so popular with discriminating women . . . that's why you'll find them the most satisfactory shoes you've ever worn.

Now at
Sale Prices
\$5.85
and
\$6.85

TREADEASY
Peter Johnson
"A Good Shoe Store."
211 Huron Ave. Pt. Huron

SARNIA, WE CELEBRATE WITH YOU On This PROUD OCCASION Our



Looking forward to even
greater

PROGRESS

for Sarnia and the

PURITY DAIRY

The Purity Dairy joins with the people of Sarnia in looking back with pride on the past 100 years in which much was accomplished by enterprising citizens. We look forward with the same foresight and courage as our forefather to even greater progress in the future.

In the era now opening in the City's history, Purity Dairy dedicates itself as it has dedicated itself in the past—to supplying dairy products in their purest form to the people of Sarnia, thus doing its part to promote public health.

In the selection, handling and processing of milk and other dairy products, Purity Dairy employs every resource of modern dairy science. By an efficient delivery system the quality and purity of Purity Dairy products are safeguarded right to your door. Our salesmen will welcome the opportunity of serving you.

CONGRATULATIONS PURITY DAIRY

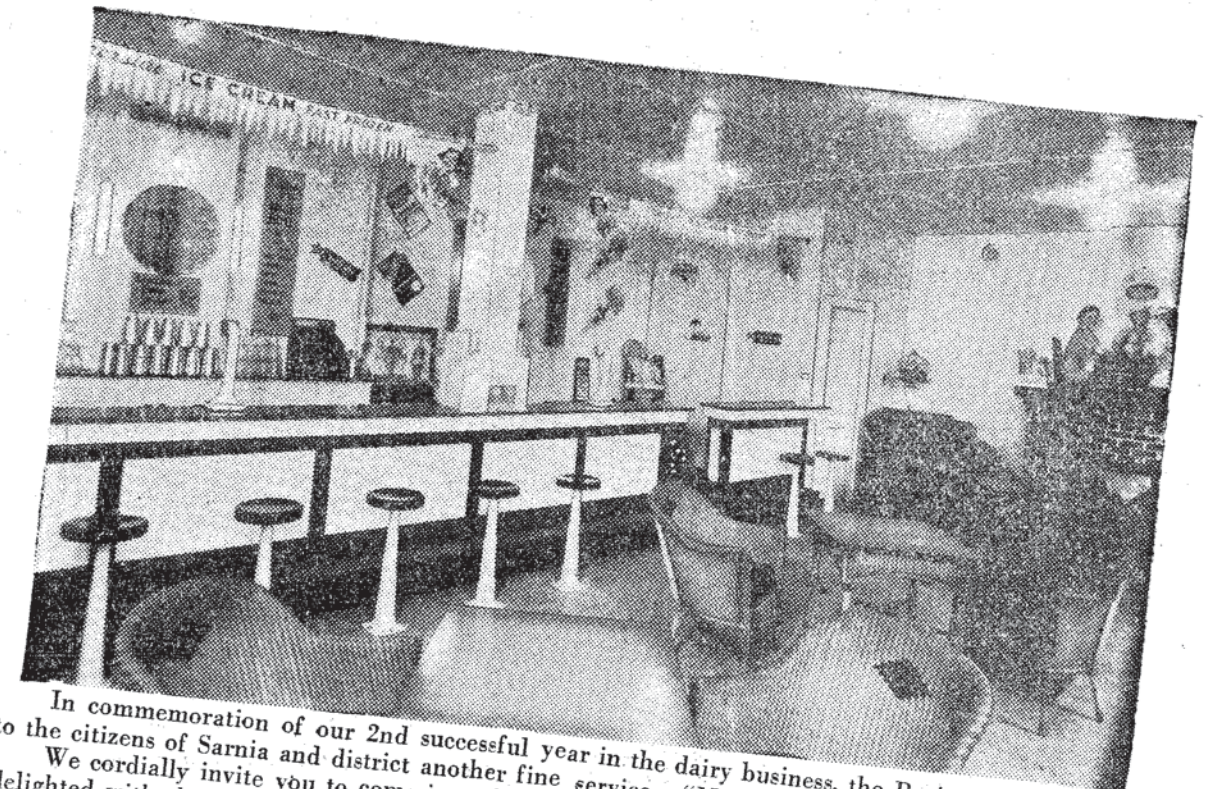
On the attainment of your
Second Anniversary

We take this opportunity to compliment and thank you on your choice of our

TERRAZZA FLOOR
for your modern
DAIRY BAR

ART TILE AND TERRAZZO CO.

J. M. Arkroyd, Manager 137 Briscoe St.
London, Ontario.



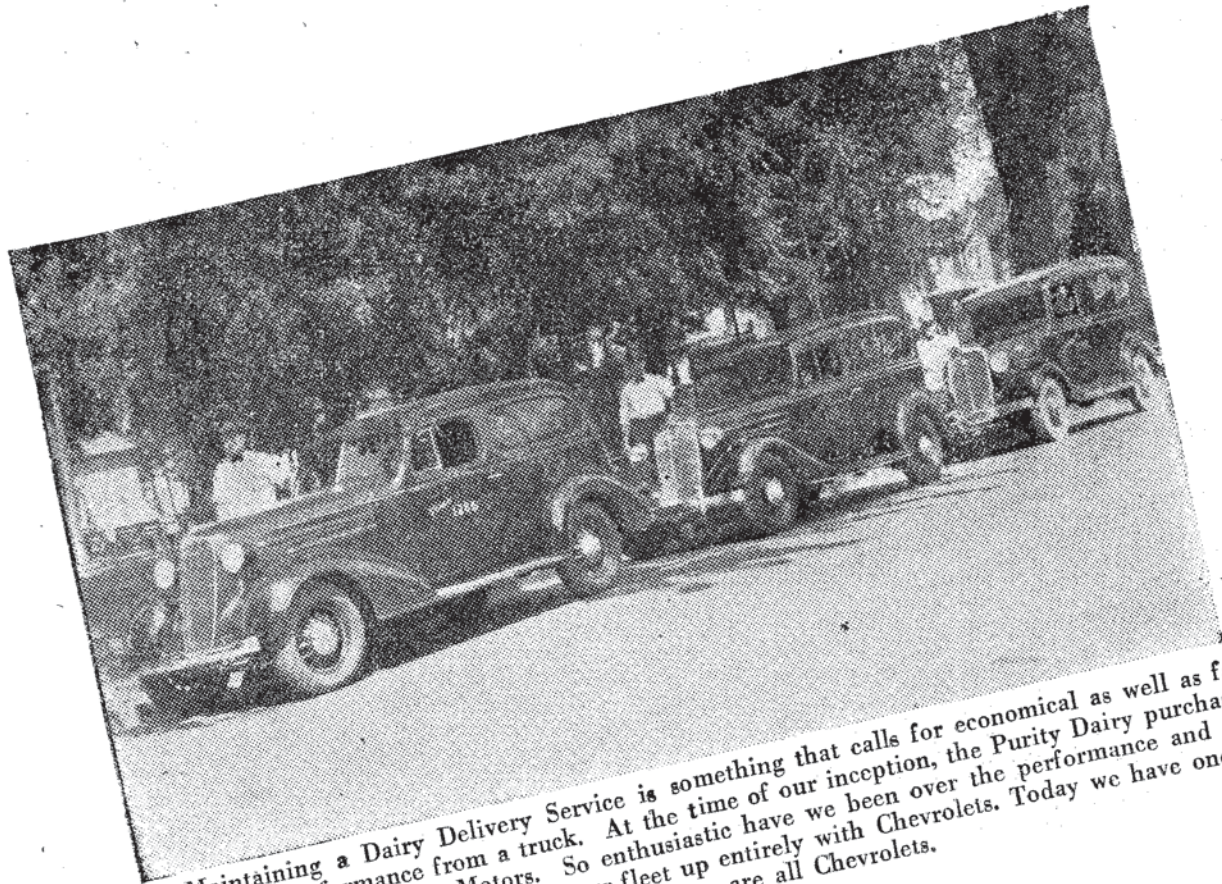
In commemoration of our 2nd successful year in the dairy business, the Purity Dairy extends to the citizens of Sarnia and district another fine service a "Modern Dairy Bar." We cordially invite you to come in and visit us in our new venture. We are sure you'll be delighted with the cool pleasing atmosphere. Make this your meeting place and enjoy our healthful and nutritious delicacies. Excellent parking facilities.

OUR

PHONE

NUMBER IS

1268



Maintaining a Dairy Delivery Service is something that calls for economical as well as fast and prompt performance from a truck. At the time of our inception, the Purity Dairy purchased a Chevrolet from St. Clair Motors. So enthusiastic have we been over the performance and service it has given—that we have built our fleet up entirely with Chevrolets. Today we have one of the finest fleets of trucks in Ontario—and they are all Chevrolets.

OUR

PHONE

NUMBER IS

1268



Walkerside QUALITY ICE CREAM

All the ingredients used in the making of Walkerside "Fast Frozen" Ice Cream are the purest and best obtainable. It's made with absolute sanitation and painstaking care. That's why it's the most delicious and best ice cream you've ever tasted. . . . Try it!

Our delivery equipment is at your service, these hot days when you feel like having a brick of Ice Cream for your desert or if some unexpected guest calls on you. Just call 1268 for quick and courteous service.

Handling Walkerside Ice Cream exclusively, makes it possible for us to give special attention to garden parties, socials, church and lodge functions.

The Purity Dairy

Wholesale Agent for Walkerside
199 N. Victoria Street. Phone 1268

"Have A Chocolate Honey" DAIRY DRINK

a delightful refresher

Scientifically combining the stimulating and sustaining values of real chocolate with the energizing body building values of pure honey and milk products.

SERVE ANY TIME — HOT OR COLD

PURITY DAIRY

(Exclusive Dealer)

199 N. VICTORIA ST.

PHONE 1268



Yes Kiddies . . . and the Older Folks Too . . .

will be thrilled to know that the

GRAND OPENING of PURITY DAIRY'S DAIRY BAR NO. 2

LOCATED AT 139 S. MITTON STREET

North of Walker Bros.

IS

SAT., AUG. 1 st.

JOHN MORRISON, MANAGER.

THANK YOU CITIZENS

for your splendid response to our new venture. For your convenience, we are opening Purity Dairy Bar No. 2 in the Red Store District.

Note View of Bar [above]

You will obtain the same delicacies, quality and service in our new Purity Dairy Bar No. 2, located at 139 S. Mitton St., next to Walker Bros.



EARLY SARNIA SETTLER GAVE FROOMFIELD VILLAGE ITS NAME

Froome Talfourd Came In 1834

Was Visiting Superintendent Of Indians 1854-1867

DIED IN ENGLAND IN YEAR 1902

On Front street, between Russell Lane and London Road, stands a cottage with a cupola on top of it. This, historical records show, was built and occupied by Froome Talfourd, who from 1854 to 1867, was visiting superintendent of Indians in Western Ontario. It was he who laid out and named Froomfield, on highway No. 40, the old

River road. Froomfield derived its name from the combination of his first name and that of his brother, Field Talfourd. The latter, by the way, was an artist of note, whose portrait of Robert Browning is now in the national portrait gallery in London, Eng. He was also a friend of Nathaniel Hawthorne. Another brother, Thomas Noon Talfourd, was a personal friend of Dickens, Bulwer-Lytton, Browning and other literary people of those days.

Born in England

Froome Talfourd was born in London, Eng., in 1807 and died there in 1902. In 1832 he and Field came to Canada. They bought 200 acres of land in the Township of Caradoc, near Deserware, where they remained two years. In 1834 they visited Errol and Sarnia and then went south on the river front to the Township of Moore.

The first front lot there, contain-

ing 100 acres, had on it a flour mill worked by the water of a creek, a log house and a small clearing. This property Froome bought from a French squatter, Jean M. Petit. Later his brother, Field, bought the 100 acre lot, adjoining. They then moved from Caradoc to their new home but after a year of farming Field took that life to follow his art. He went to the United States, and later to England and the continent. He died in 1874.

In 1833 Froome Talfourd was appointed a magistrate and subsequently a lieutenant-colonel of militia. As a magistrate he was ordered to call out the militia when the rebellion broke out in Lower and Upper Canada in 1838. He raised a volunteer company of 100 men.

Later Mr. Talfourd held offices as commissioner of the court of sessions, an associate justice at the assizes and then visiting superin-

tendent of seven Indian bands. In 1855, following the death of his first wife, he bought the lot and built himself the house referred to on what is now Front street. He rented his Froomfield property and moved to Sarnia. In 1857 he remarried but in 1867, following a serious illness, he resigned the position of superintendent of the Indians.

Retired on Pension

He received a retiring pension of \$400 a year and in 1868, accompanied by his wife, went on a visit to England. There they remained and in 1895 his wife died. Mr. Talfourd survived her until 1902. His memoirs, written in 1896 and now in possession of Miss E. L. Johnston, 200 London Road, reveal that this early resident of Sarnia was a teetotaler for 20 years. In his memoirs he stated that he had saved 250 pounds by his abstinence in those years and this sum he gave in 1896 mostly to the furtherance of the cause of temper-

ance. He also stated that in 1817, when he was 10 years old, he saw several persons executed at the Old Bailey in London. These were some of the "Cato Street conspirators" who a few days after the accession of George the Fourth, had plotted to murder a number of the ministers and start a revolution. Prior to coming to Canada he spent some years at sea.

Ten Hours in Sea, Man is Found Alive

Southampton, England—(CP)—Story of a man who floated for 10 hours in the Red Sea and picked up alive, was told when the German East Africa liner Wangoni stopped here en route from Cape Town to Hamburg. He was a German passenger who slept on the

deck because of the intense heat and had fallen overboard. The alarm was raised and the ship circled around, while the sea was swept by searchlight. For about an hour the search continued. A wireless message was sent out by the Wangoni warning ships in the vicinity to be on the look-out for the missing man. Ten hours later came a rather unexpected development. A Dutch steamer reported by wireless it had picked up the missing man alive.

Deadly Rattler Found In Steamer's Cargo

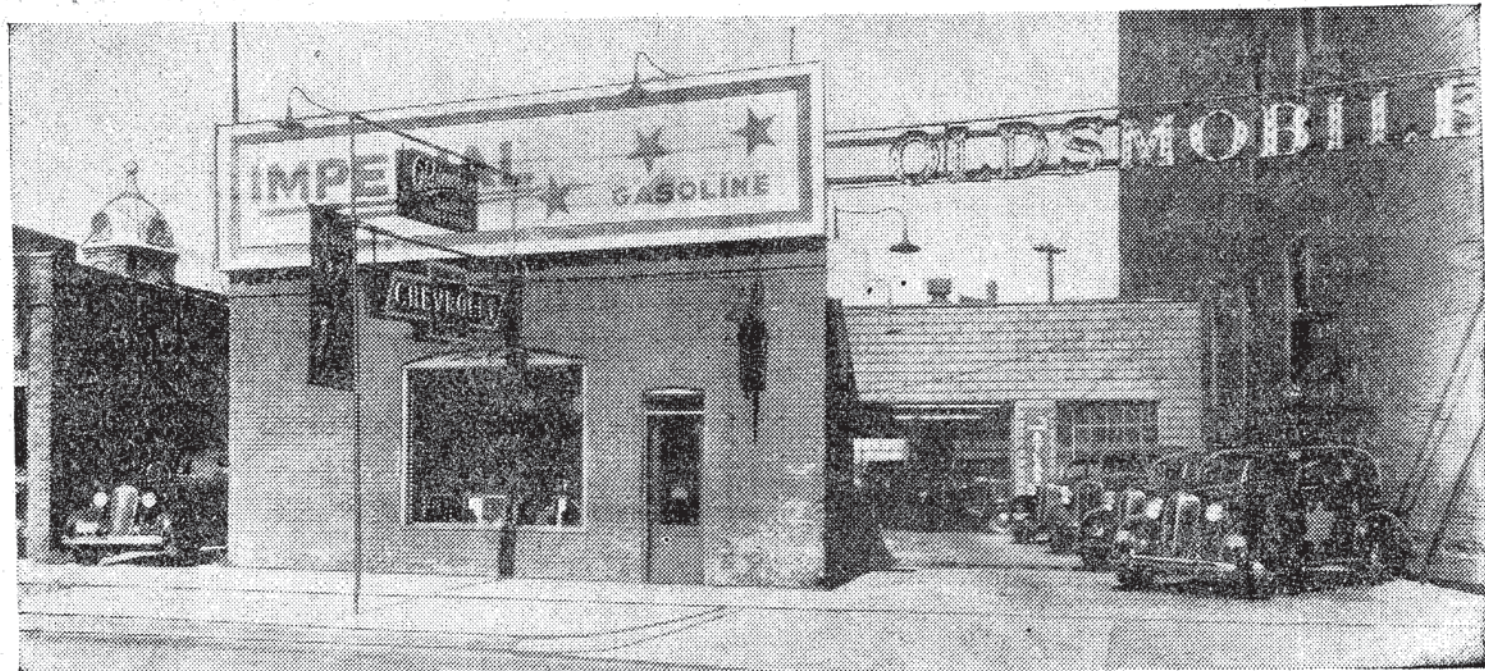
Glasgow—(CP)—When the steamer Gibraltar, with a cargo of scrap metal, was being unloaded here, an unusual rattle from the heap of a scrap was heard above the noise. A startled workman

leaped back as a five-foot rattlesnake emerged. The docker was about to nuzzle a pile of scrap when he heard the rattle and saw the snake wriggle from the metal and come out about a foot from him. It then disappeared into a tube. Three policemen, who had been called by the excited dockers, pondered the problem of how to remove the reptile. A naturalist finally donned a pair of thick leather gloves, frightened the snake from its hiding place, pinned it to the deck with a stick, and removed it to his menagerie. "One touch of the fangs would kill a horse," he said.

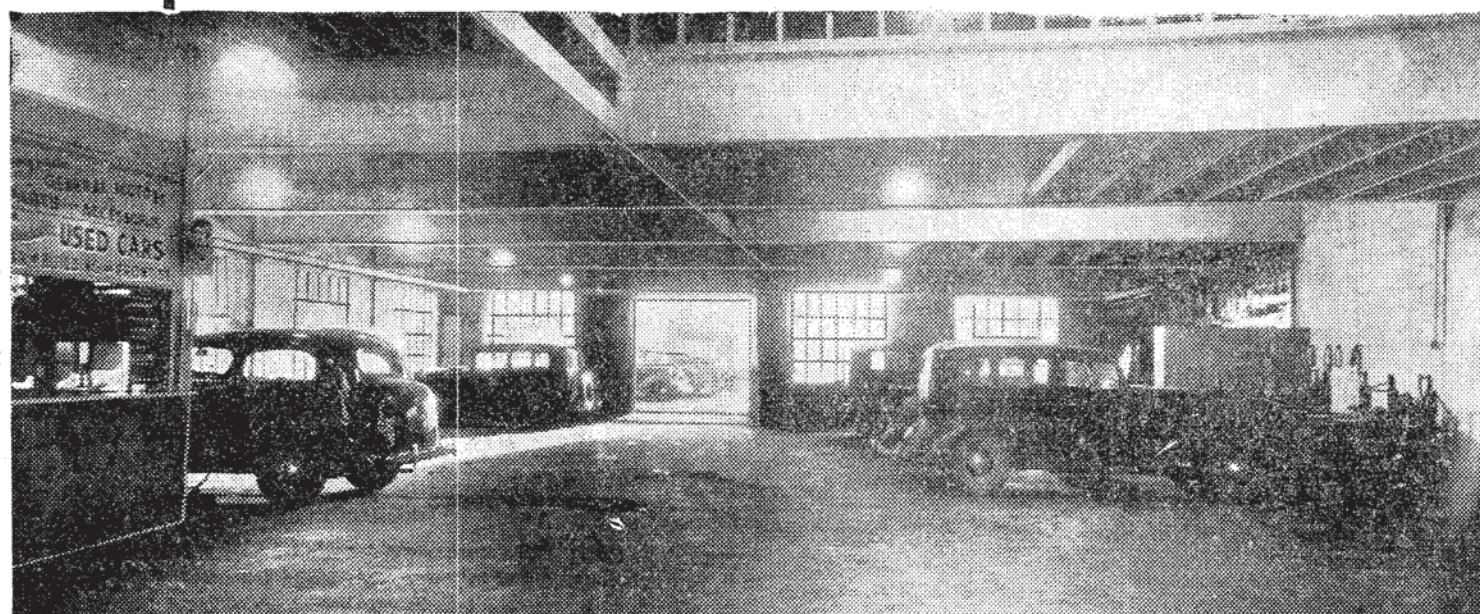
HEAT DELAYS TRAIN

Newcastle, England—(CP)—An express train from Liverpool and Manchester was delayed 30 minutes owing to a fault in the line believed due to the heat.

LAURELS OF PROGRESS



The home of the St. Clair Motors of Sarnia, exclusive dealer for the Chevrolet and Oldsmobile Automobiles.



St. Clair Motors' Service Department, where six factory trained mechanics are at your service. Experts in the servicing of Chevrolet and Oldsmobile automobiles.



St. Clair Motors' Used Car Lot at the rear of the garage. We now have on display a number of Used Cars in excellent condition, carrying the General Motors "FOUR STAR GUARANTEE TAG." We invite your inspection.

Congratulations

To the civic officials and citizens of Sarnia — the St. Clair Motors of Sarnia offers warm congratulations on one hundred years of progress and achievement.

The St. Clair Motors is the oldest automobile firm in this city. We have been in business for fifteen years at the same location, under the same management, selling the same line of cars, the Chevrolet and Oldsmobile. This firm is a home owned organization with an excellent record for fair dealing and financial stability. Since our inception in 1921, we have increased our staff of 2 to our present personnel of 22.

We pride ourselves in the fact that we enjoy the reputation of maintaining the finest SERVICE DEPT. in the city. We employ six factory trained mechanics whose average employment with the company is eight years. Mr. L. O. Olsen, former instructor in the General Motors Technical Service Dept., has recently been placed in charge of our Parts and Service Department. We carry a full stock of repair parts and accessories as recommended by the factory, making it possible to give speedy and efficient repair service.

Used Cars You Can TRUST

every one of our
4 STAR VALUES
is backed by our reputation
for fair and square dealing



Every Used Car carrying the General Motors 4-Star Guarantee tag ... is your guarantee of extra good condition, dependable service and outstanding value. Come and see our display you're sure to find the used car you want at the price you want to pay.

ST. CLAIR MOTORS of SARNIA LTD.

109 Christina St. N.

Sarnia

Phone 1515



DOWN THROUGH The YEARS WITH The PIONEERS



Old age is an eloquent testimonial to the integrity and valued service of any business house. Sarnia is proud of its many places of business; none more than those listed here. Depending for their existence on the respect and good will of clients, these places of business have won both through stern adherence to these principles. On this occasion they salute the City of Sarnia, and trust that the future holds still greater success and achievements for the citizens of our city.



Serving Sarnia
IN THE

**Designing and Manufacturing Of
MONUMENTS**

FOR A
QUARTER OF A CENTURY

With experience extending to forty-three years.

We have the honor of supplying the granite tablet for the Cairn commemorating Sarnia's hundred years in existence.

**McMILLAN GRANITE
CO. LTD.**
105 ONTARIO ST.
(Red Store District) SARNIA

Firestone Tires

BUILT IN ADVANCE OF TODAY'S NEEDS

- Balance
- Dependability
- Trustworthiness
- Performance.

**PLUS
HONEST
VALUE**

EXIDE BATTERIES

When its an Exide you start—for 50 years Exide have been endeavoring—to give you more service per \$ \$ \$

Sporting Goods Dept.

Carries a complete line of fishing tackle, ammunition, Hunting Supplies, Baseball, Softball and other Sporting Goods.

We also sell Hunting and Fishing Licenses.

INFORMATION

Gladly given on Hunting and Fishing Laws, etc.

KARN'S

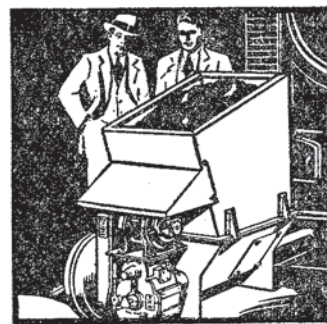
Davis & Christina Sts.

'PHONE 917

Install IRON FIREMAN

The machine that made coal
an automatic fuel

now!



Profits result from economies. Install Iron Fireman now. Because delay is costing you money. Iron Fireman users cut fuel costs 15% to 50% over former methods. We can tell you what your savings will be before you place your order. For any firing job from home plants to 300 h.p. boilers. Call or write us today.

Exclusive Lambton County Dealer

KEITH WHITE

Serving the Citizens of Sarnia since 1922.

'Phone 2585 Res. 1824 168 Victoria

Established 1908 Sarnia's Oldest Dry Cleaning Business

Has always been owned and operated by ourselves. Business has always been conducted on these same premises, S. Victoria street, for more than 20 years.

MAY WE

Take this opportunity of thanking all those who it has been our pleasure to have served during the past 28 years. Our wish is that the future may hold as much good for you and our city as the past has.

Frank Lewis

The Cleaner

105 S. VICTORIA 'PHONE 51

SARNIA

WE

Congratulate

YOU ON THIS YOUR

100th Anniversary

**Hotel
SARNIA**

- NEWLY DECORATED THROUGHOUT
- RATES \$1.00 PER DAY.
- MEALS A LA CARTE



The

**FRONT ST.
GARAGE**

LAMBTON COUNTY DISTRIBUTORS FOR

HUDSON

AND

TERRAPLANE

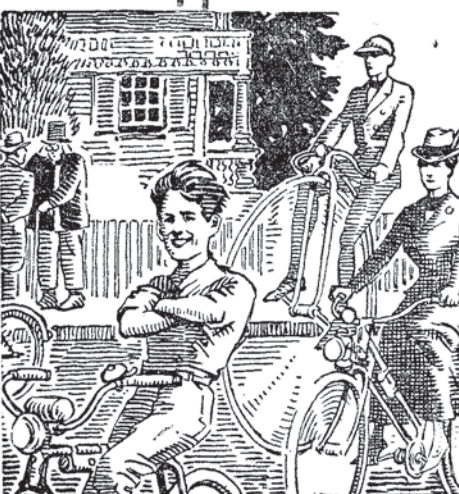
AUTO REPAIRS

Our mechanical department is equipped to do expert repair work on all makes of cars and a competent staff of factory trained mechanics assures you of fast and efficient service.

Located Opposite The Canadian Observer

Operated by

Gordon Schatz



Greetings . . .

To Sarnia and all her citizens. We trust that each and everyone may enjoy the city's 100th Birthday celebration

MACK'S

"SARNIA'S FINEST RESTAURANT"

AT REAR OF NATIONAL CLUB — CHRISTINA ST.

**Congratulations
To The
City of Sarnia**

ON ITS

100th Birthday

SEE US REGARDING

INSURANCE

IN ALL ITS BRANCHES

REAL ESTATE

BEACH PROPERTY A SPECIALTY

**PUBLIC STENOGRAPHY
SERVICE**

DIRECT MAIL SERVICE

Marguerite Booth

174 N. CHRISTINA ST.

'PHONE 759

**50 Years
Of Progress**

1886---1936

Coca-Cola

REFRESHING

AND

DELICIOUS



**For More Than
19 Years**

WE HAVE BEEN SUPPLYING

The Finest Quality Meats

TO FAMILIES IN SARNIA

To the many to whom we have had the pleasure of supplying during this long period of years, we say

Thank You

19 years have passed—years that happily have been long enough for the making of many valued friendships . . . many treasured contacts . . . 19 years that seem short indeed, however, for achieving the growth in volume and prestige which has placed our name so high amongst the names of Sarnia's reliable meat stores.

J. E.

EISENBACH

271 DEVINE ST. 'PHONE 414



We Can't Say That We

Were in Sarnia

**Before The Days Of
Horse Cars**

In fact we only opened our business in Sarnia just a few short years ago—But we can say that every day more and more families are buying their grocery needs at

Clark Bros. Grocery

In the matter of foodstuffs one doesn't want to take chances. It should be the best—yet it must be purchased at the prevailing prices. We know we sell the best and we believe at the right prices. Those are the reasons why we expect our business to increase.

In celebrating our city's centenary—May we take this opportunity of wishing all Sarnians long, happy and prosperous lives.

Prove it Yourself that Clark Bros. can sell you the best Groceries at the cheapest price.

CLARK BROS.

Cor Christina & Confederation Sts.

'PHONE 268

Dispensation of high quality drug store merchandise and expert, dependable handling of prescriptions is the consistent policy of our store.

Our best wishes to all on this, the celebration of our city's 100th Anniversary.

SOLE

THE DRUGGIST

188 N. CHRISTINA ST.

'PHONE 165

Your Guarantee of Satisfaction

MASON & RISCH

PIANOS

NORTHERN ELECTRIC

RADIOS

NORTHERN ELECTRIC

WASHERS

WASHERS

LEONARD ELECTRIC

REFRIGERATORS

Associated in This
Business

14 Years

For 14 years we have been associated with the music business in Sarnia. Many homes in the city today, have Pianos, Radios, Refrigerators etc., sold by us that are still giving complete satisfactory service.

On this occasion of our city's 100th birthday, we offer our best wishes to all her citizens.

C. E.

MacLean

Cor. MITTON & DAVIS STS.

'PHONE 808



SARNIA'S ORIGINAL TELEPHONE DIRECTORY HAD 55 NAMES

A. H. Dalziel Was In Charge Of City's First "Agency" In His Insurance Office On Main Street

Conversation Could Only Be Carried On During Stated Periods

Centenary celebrations are occasions particularly suited to the spirit of reminiscence. Sarnia's one hundredth anniversary conjures up limitless recollections of pioneering courage and fortitude. These are the same attributes that have been common to business enterprise and development down through the years of Canadian experience.

World Has Advanced

In many instances, in such a young country, it is scarcely necessary to glance backward more than a half-century, in order to acquaint oneself with the early history—even the very beginnings—of commercial houses and corporations that have grown from little more than mere ideas into vital cornerstones on which progress and development have been built. The expansion and importance of communication, particularly by telephone, comes strictly within this category.

Bell Telephone Co.

The Bell Telephone Company was incorporated April 23, 1880. The first local telephone subscribers' list was published in January, 1885. Sarnia had 55 telephones then. By December, 1886, there were 15 telephones in use here, an increase of 20 telephones. Mr. A. H. Dalziel was in charge of the Bell company's Sarnia "agency."

Twelve-Hour Service

The telephone central office, on Front street then in the same premises occupied by Mr. Dalziel's insurance and ticket offices, was open week days between 8 a.m. and 8 p.m., on Sundays from 2 to 4 p.m., and on holidays between 10 and 12 o'clock in the morning and from 2 to 4 o'clock in the afternoon. Telephone calling was confined to these hours.

The first list of telephone subscribers recalls the names of many well-known citizens and places of business in the "Imperial City" fifty years ago:

- First List**
Agricultural Works, Milton St.
Alexander House, Front St.
Baby, R. A., banker, Front St.
Bank of Commerce, Front St.
Barton & Fitzgibbon, hardware, Front St.
Canadian Printing Office, Front Street.
Cemetery, Point Edward road.
Custom House, Front St.
Custom House, Point Edward.
Dalziel, A. H., insurance and ticket agent, Front St.
Dalziel, A. H., residence, Victoria street.
Dundas, Thos., livery, Christina street.
Elevator, G.T.R., P.B. Sanborn, Front St.
Farmers' Exchange Hotel, Joe. Ellison, Prop. corner Victoria and Lochiel Sts.
Fitzgibbon's Hotel, Michigan Ave., Point Edward.

Crossbow

(Continued from Page 2)

bullets which were shot from guns with a triangular bore and he has an old bow drill with which his father used to drill holes in steel in much the same manner as the Indians used to make fire with a bow, a hardwood stick and some tinder. This week Mr. Glynn is carrying a display of such curiosities in his show window. It is well worth seeing.

Old Knife Case

Most people in Sarnia are familiar with a knife-display case which stands in the doorway of Mr. Glynn's store. Mr. Glynn told an interesting story concerning that very case which must be at least 50 years old. "One winter a number of years back," he said, "I was visiting in Strathroy with friends. I had informed my family that I would return on a certain train and I remember saying goodbye to the people I had been visiting as I left for the station. I don't know whether it was an act of Providence or a premonition, but anyway, I decided not to go home on that train.

"The train referred to was the one involved in the famous Wanstead wreck in which so many lives were lost. Of course, I knew nothing of the wreck for several hours after it happened and when I did learn of it, it was next to impossible to get a message through to Sarnia that I had remained in Strathroy. Eventually my message got through to my family, but in the meantime it was reported all over town that I had been on the train and killed. Later a chum of mine told me that he had heard the rumor, but when he had gone down town the next morning and had seen the old knife-case perched in the doorway of the store, he concluded I could not be dead or the case would have been inside. That's one reason I rather treasure the old case," Mr. Glynn added.

street.
Ross, J. J., residence.
Sun Printing Company.
Traders' Bank, E. Front St.
Watson, E. P., Land office, Lochiel St.
Watson, J. B., E. Front St.
Wilkinson, G. & C., butchers, Christina St.

Long Distance Service
Enclosed with the December 1886 directory of the Bell Telephone Company's then "Ontario department" there was a map showing the potential "Long Distance" connections available through the Sarnia exchange.

There were, for example, circuits running from here and Point Edward that connected by submarine cable with Port Huron and thence with four talking channels branching out into Michigan and to United States centres beyond. There was at that time a Sarnia-Chatham line, via Wallaceburg and Dresden, and another circuit giving connection with London and Stratford through Wyoming, Watford, Alvinston, and Strathroy. Through the Wyoming exchange, Petrolia, Oil City and Oil Springs were also within voice reach of Sarnia. At London, connection could be made with various easterly circuits, notably one to Toronto.

Has Progressed
Through the years, Sarnia has progressed in oral communication as in other matters. As the district headquarters of the Bell interests in this important telephone-using section of Ontario, Sarnia provides a service through which from any telephone here one may now be connected with any one of more than 93 percent of the estimated total of some 34,600,000 telephones of the world, situated in 63 countries.

TEN-SECOND SALES
London—(CP)—In 10 seconds two Keale's manuscripts—a description of Ben Nevis and a sonnet on Scotland—brought \$8,000 at Sotheby's.

SURGERY SAVES CHICKS
Tompkins, Sask.—(CP)—Crude but successful surgery saved the life of a baby chick attacked by a cat. A farmer's wife skillfully stitched numerous cuts in the tiny bird's skin. The chick, fully recovered, is now the most active of the flock.

THE BIRTH

The echo of the axe, keen-bladed, Had scarcely from the woodlands faded, When on the river banks arose, Like the caught seeds of a vagrant rose, In those short years that were as hours, Long streets and lighted iron towers.

The first white footstep scarce had sounded, Ere rose this city, wood-surrounded. The quiet river banked with green, Scarcely the craft of yore had seen, Ere commercial phrases spoken, Had the calm forever broken.

Too young for epic tales, the present Hums with music gay and pleasant. As a youth to manhood wakes, And hesitant, his pathway takes, So, Sarnia lingers at its waking. Her deeds are legends in the making.

—Joan David.

MAIL DELIVERY WAS UNCERTAIN IN THE 1800'S

Compare the ease and composure of receiving and delivering of our mail today with that of the time of our first settlers in 1836. At that period there was no regular mail, except by way of Desmond (Port Huron) and Detroit. When anybody received a newspaper someone would stand outside Durand's store on an upturned barrel and read aloud items of interest to the little crowd. For two years previous, through the kindness of Jones, the Indian agent, an Indian runner carried communication every fortnight through to Chatham for the settlers.

First Mailman
In 1837 the first mail arrived from London by way of "London Road". This was carried by a

young man named Thomas Sittlington, who rode on horseback. It continued at stated intervals till Jan. 7, 1840, when a post stage arrived from London with three passengers.

The roads were very bad in most directions, and the necessary journeys were toilsome. In many places vehicles of any kind were impossible. The London road was slowly making its way through dense forests and wide swamps towards London. This road was planked and kept in repair for some years by the township of Sarnia. A toll-gate stood just east of the village where everyone was held up for the toll of a few cents.

HEAT IS NO PROBLEM NOW

BUT REMEMBER

JANUARY and FEBRUARY '36!!

Gasmaster Furnaces

Answered the heat problem then for many Satisfied Owners

And did it economically, efficiently without attention, dust or ashes.

AVAILABLE FOR ALL SIZES OF BUILDINGS With or Without Basements

Installations NOW will COST you LESS.

Manufactured by

Superior Products Ltd.

Phone 1655 Sarnia

When You Think Of FURS Think Of Winkelman's

PORT HURON

FUR COATS

\$55⁰⁰ to \$2000

Small Deposit Reserves Your Purchase—Convenient Budget Payments may be Arranged—You May Use Your Charge Account—Free Storage And Insurance Until Wanted—

We Know Why . . . Sarnia Has Made Such Splendid Progress In 100 Years

The progress of any community depends upon the spirit and caliber of its people. We can readily understand, from studying the early history of Sarnia, why this City has made such rapid progress in the past one hundred years. Sarnia was settled by hardy Pioneers from the Old Country, men and women who gave up good homes to come to a new land and start afresh. The early Sarnians were not drifters, but folks who had surveyed this part of the Country, and after doing so, decided that Sarnia was the logical place for a new home. Sarnia now commands an imposing position in the scheme of Canadian commerce, industry and social life.

Since The World Began TRADE has been built on CONFIDENCE

The first traders as illustrated in this advertisement used quality goods to make sales. That they were successful has been shown by the progress of the Community. Metropolitan Stores, since inception, used the same plan. We make it a point to sell quality goods at a reasonable price. We also have been successful as daily we are adding new stores to our Canadian organization and making more work for the people who manufacture and sell our products.

Men's Fine Quality English Broadcloth. White Shirts Sizes 14 to 17 **79c**

First Quality Circular Knit Knee High Crepe Hose **49c** Pair

Our Centennial SPECIALS

Men's Broadcloth Shorts Cotton Vests to Match **25c** Each

Ladies Celanese Taffeta Shadow Proof Slips Sizes 32 to 42 **89c**

Special, Ladies Delustered lace trimmed Rayon Panties, Pair **20c**

All Wool Bathing Suits for Every Member of the Family. **69c** to **\$2.98**



METROPOLITAN STORES

FRONT STREET LIMITED SARNIA

FERRIES HAVE BEEN PLYING MORE THAN HUNDRED YEARS

First Passengers Travelled Across The Broad St. Clair River In A Small Sailing Craft In Early Days

Earliest Service Was At The Mercy Of The Winds That Blew

One hundred years ago the first of last April, a charter was issued whereby a ferry service between Sarnia and Port Huron was inaugurated, a service which has been in continuous operation since that time. On April 1, 1836, a charter was issued to a man named Crampton, who immediately started in the business of ferrying people across the St. Clair River

on a sail boat. Since that time there has been a vast change and improvement in the mode of powering the ferries. At first the service could not be entirely relied upon to make regular trips because the master of the ship was at the mercy of the breezes. It was a case of no breeze, no ferry service.

A strong wind gave fast transportation to the American or Canadian side, as the case might be.

Paddle Wheel Ferry

After the sailboat had been in operation for a few years, a more dependable service was started when the ferry took the form of two large canoes which were braced several feet apart with a large platform laid across them. This ferry was propelled by a paddle-wheel in the center of the platform. The power to turn the propeller was furnished by a mule which tramped round and round on the platform. This ferry, although slow, could be depended upon to make regular trips across the river.

Soon large scows came into use and on these were put four mules to furnish power. They were operated in a somewhat similar manner to the two canoes. This mode of crossing the river was the speediest up to this time and soon a rival scow was put into operation, on which four horses were used to furnish power to turn the paddles. At this time and for several years competition between these two scows was extremely keen.

The Arrival of Steam Power

Then steam was introduced into vessels along the St. Clair River and the ferry companies were soon to take up this means of supplying power for their boats crossing the river between Sarnia and Port Huron. The first steam ferry was the "Sarnia," which was a side-wheeler. It plied between Clark's dock on the Canadian side of the river and the Butler street wharf in Port Huron. Within a short time after the introduction of steam into the ferry system, wharves were built on the Black River, Port Huron and two competitive companies began service with smaller and swifter boats. These were the "Sutton" and the "Morton" and many a merry race was run by these in order to entice passengers with their speedy and efficient service.

In 1891 the Port Huron and Sarnia Ferry Company was incorporated and this company has been carrying on ever since that time. Within a few years after its inception, large steam ferries were purchased and these were the latest design. Further equipment was added and finally the company

Sarnia's First Dominion Rugby Champions



Sarnia Collegiate's 1922 football team, one of the greatest gridiron machines in the history of the local school, was the first Sarnia organization to win a dominion title of any kind. After outclassing the Ontario high schools and colleges, they were awarded the dominion title. Reading from left to right they are: Back row: "Chick" Garvie, "Chumley" Park, Bruce Spears; second row, "Toad" Potter, Hib Corey, Buzz Hayes, Neal Gabler, "Mose" Bentley, Fred Pugh; third row, Harry Randolph, Jack Richardson, Jack Newton (coach), "Rector" Newton, Bill Donohue, Stan Manore; bottom row, Eddie Robinson, Dutch Simpson and Eddie Hanna.

had a fleet of five boats, capable of offering speedy service to both pedestrians and vehicles. With the extensive use of the automobile the large ferries which were of the end loading type, became popular and the Sarnia-Port Huron route of crossing the border between the United States and Canada was used more and more. The five large boats which were owned by the company were: "City of Sarnia," "City of Port Huron," "Hiawatha," "Lawrence" and "Ariel." A few years ago the "Hiawatha" and the "Lawrence" were sold, leaving the company with three boats.

Excellent Ice Breakers

The large ferries are excellent ice breakers and thus an all-year-round service has been made available. During the winter months a half-hourly service is given but in the summer two ferries operate and give a fifteen-minute service. During rush periods such as holidays the three ferries are put into service and the crossings are made as soon as the boats are loaded, which brings the time between boats to about 10 minutes. During

Old Western Indians Had Names For Cities

Regina—(CP)—Early folk of legends of early days. It was the place where Lord Dunsmore's cart broke down and repairs were made with jaw bone of a moose. There are many, however, who believe the city takes its name from the river that flows through it and which forms the outline of the jaw of a moose.

The capital city of Saskatchewan was christened Regina in 1882. Citizens desirous of honoring Queen Victoria, the reigning sovereign, and unable to agree on a suitable name, appealed to the Marquis of Lorne. The then governor-general turned the question over to his wife, Princess Louise, who suggested Regina, the Latin word of queen.

Southampton, England—(CP)—A young woman was fined \$9.60 for sending unpleasant telephone messages to a bride.

Only One Lacrosse Championship Has Been Brought To City

National Game Has Had Three Periods Of Popularity Here

Lacrosse, Canada's national game, has had three spans of popularity in Sarnia in the past forty years but today the game that once assumed major proportions, has dwindled to a memory.

Lone Lacrosse Title
In years of striving, Sarnia landed only one lacrosse championship. In 1925 Roger Harris, who was player-coach-president-secretary of the Sarnia midget team, led his charges to an Ontario Amateur Lacrosse Association championship.

Between the years of 1920-26 when lacrosse enjoyed its greatest popularity here, Sarnia boasted junior, and senior city leagues, midget, juvenile, junior and intermediate O.A.L.A. clubs. No intermediate championships

were brought to Sarnia but the city fielded some of the strongest teams in the province in the game's heyday here. Twice they reached the semi-finals only to be ousted by Mimico, who were giants in the lacrosse world in the days of 1920 and 1922.

Forty Years Ago

It was more than forty years ago Sarnia made its first recorded try for lacrosse honors. Grouped with Forest, Windsor and Chatham, the locals of the 1800's included Ed. Clark, D. Winter, G. Higginbotham, F. Lister, R. D. Wantless, A. G. Wheeler, W. Hobbs, A. E. Kaiser, Jack Winter, D. Drupe, J. J. Thompson, A. A. Savage and A. A. Mathews. W. B. J. Williams was president of the club and J. C. Mahony, vice-president.

Again in 1910 the game was revived for a brief two years or so. Players of the 1910-12 revival included S. D. Simpson, Ace VanAlstyne, Elmer Ferguson, Oscar Peterson, Roy Hendry, R. Calvin, Roy Miller, M. Jacques, W. Colquhoun, L. LeSueur, W. Kenny and A. Bodkin.

The Last Revival

Norman Glinz led the last revival which waxed, grew great and waned between 1920 and 1926. "Had" Karn, George Stephenson, Walter Lott and George Richards were among the most active workers in the revival.

Some of the players who helped make lacrosse history in its most recent appearance which included one game with a touring Oxford-Cambridge squad from England were: Pat Newman, Jimmy Matheson, Tommy Geary, Henry Aitchison, Gordon Boettger, Andy Tinsley, Norm Perry, Norm Glinz, W. Silk, Tommy Prudence, Stan Rawlings, Frank McPhedran, Had Karn, Allan Kerr, Mel Littlefair, Sandy Karn, Dave Harding, Fred Blue, "Lucky" Cuthbertson, George Richardson, "Scotty" McDonald, Russ McAllister, Elmer Ferguson, Bill Froebel, Morris Copeland, Basil McGuire, "Mac" McDonald, Gordon Shik, Slim Gavin, David C. "Pod" Howard, Stanley McNeil, "Bower" McPhail, "Chief" Riley, Jack McLean, Lem Jackson, O. N. Wilson, Scrap Perry and several others.

Alberta May Have a Rival of The Ogoopog

Jack Smith and Fred Olson, washing gold along the upper Saskatchewan river, declare they have seen the "giant thing" swimming in the river, creating large waves and resembling nothing on earth.

They describe the strange water creature as having a huge head and body. His length, visible above water, they estimate at more than 12 feet. It was travelling at "express speed" before diving and disappearing from view.

For several minutes the sea serpent entertained with his gambolling in the centre of the stream. They entertained the suspicion that Cadborosaurus, better known as "Caddy," had arrived on vacation until they learned the Cadboro Bay native was at home.

The creature was first noticed 100 yards off shore. Its skin was serrated and of a dark brownish color. The large head was held from the water as the monster swam around and performed before sliding beneath the surface.

ESTABLISH NEW HOSTEL
London—(CP)—Wildhorse Manor has been bought for the Youth Hostels Association. The house, a large stone structure, was built in 1601.



FLOWERS

Remain First Choice

Bowed he ever so low, he could not have made his gift more appropriate—than fragrant, enchanting flowers from Barron's.

Supplying floral needs of discriminating Sarnians since 1911.

May we take this opportunity of wishing much happiness to all—on this our city's centenary celebration.

MAY BARRON

177 N. FRONT ST.

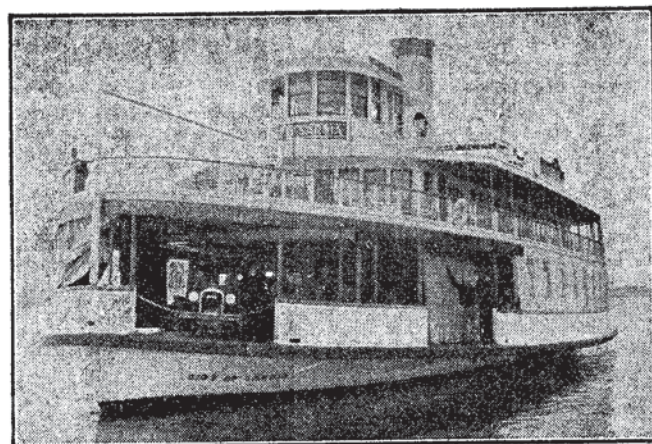
'PHONE 48

PORT HURON-SARNIA FERRY CO.

Takes this opportunity of congratulating the citizens of Sarnia on their city's 100th Birthday Celebration.

Pt. Huron - Sarnia Ferry Co.

Operates three large, fast, end-loading steamers for auto and foot passenger traffic between Port Huron Mich., and Sarnia, Ont.



S. S. ARIEL
S.S. CITY OF SARNIA
S. S. CITY OF PORT HURON

The Port Huron-Sarnia Ferry Company

Is proud of the part it has played during the past years in bringing the people of two great countries closer together.

Commercially and socially both nations have profited. They have set such an example of good neighborliness that the rest of the world might well follow.

We Congratulate SARNIA on its "Century of Progress"

To the people of Sarnia we extend our sincere congratulations on this occasion of their hundredth anniversary.

While we have only played a small part in the final days of Sarnia's first century, we shall strive to deserve a great part from these very first days of its second century.

Ever since last April when we took over Mrs. Rice's bakery, we have been enjoying a steadily increasing business which we sincerely hope will continue to grow with Sarnia, for the next 100 years, to the complete satisfaction of all concerned.

If you are not among those Sarnia citizens whom it is our privilege to service, celebrate the start of the new "Sarnia Century" with a treat of cakes, pastry or bread from the copious basket of the Canada Bread salesman.

Hail the Canada-Bread chocolate-colored wagon or 'phone 643.

CANADA BREAD
COMPANY, LIMITED

"The QUALITY Goes In Before The NAME Goes On"

JOHNSTON MEMORIAL SCHOOL NAMED AFTER JOHN JOHNSTON

REVIVED FOR 30 HOURS
Chesterfield, England—(CP)—W. King, 41, died in hospital here 30 1-2 hours after his heart stopped and he had been revived. He was admitted with a crushed foot.

RATS CAUSE DEATH
Hull, England—(CP)—Rats which had eaten through a gaspipe were responsible for the death of J. Beaver, overpowered by the fumes.

I Pay Tribute

TO OUR
CIVIC OFFICIALS
PAST AND PRESENT

on this celebrated occasion.

And at this opportune time I wish to thank you, the citizens of Sarnia, for your patronage and sincerely trust that I may enjoy your future confidence.

J. A. Clements C.L.U.

District Representative for Imperial Life Assurance Co.
Agent for reliable FIRE and AUTOMOBILE Insurance.

Service Since 1902

12 YEARS BEFORE SARNIA BECAME A CITY
McGIBBON'S DRUG STORE HAD
ITS ORIGIN

JUST 34 YEARS AGO

In September 1902 Mr. P. T. McGibbon resigned his position with the R. J. Geary Drug Store in this city. He then opened his own store at 156 North Front Street. Mr. McGibbon had confidence that the town he was raised in had a splendid future ahead of it. He also had the confidence in himself that he possessed sufficient experience and ability to serve the public well. Thus it is that the present McGibbon Drug Store stands as a monument to his ambition and service.

A STORE WITH A TRADITION

McGibbon's now have thirty four years of leadership to live up to. Needless to say we are very proud of each one of those years that we have served the people of this community—both in the wholesale and retail trade.

AS TO THE FUTURE

Today, McGibbon's traditional past is but a stepping stone to progress and development to the future. You can be sure that here you will find quality drugs, toiletries, etc at fair prices. You will find also an atmosphere of friendliness. This store is an institution in this city, depending entirely upon service, the good will of its friends and the quality of its wares.

WE EXTEND CONGRATULATIONS TO
"THE CITY OF SARNIA"

On the attainment of its 100th year and trust that the future years will give all her citizens much happiness and prosperity.

McGIBBON'S

DRUG STORE

Yes . . . We Were
In Business When
"DOBBIN"
RULED THE ROAD

1896 to 1936



And we Still Keep in Step as Time Marches On

Congratulations

It is with genuine pleasure McFee's join in congratulating the City of Sarnia on the attainment of its 100th year of progress.

It is our wish that the City continue to prosper because its progress means our progress. To every citizen we extend the wish for health and happiness.

Chas. McFee

Veteran Teacher Is Remembered By His Entrance Classes

Johnston Memorial School Is A Monument To His Memory

The late John Johnston, in honor of whom the Johnston Memorial school was named, will long be remembered in educational circles of the city. Mr. Johnston taught for 43 years in the public schools of Sarnia and established an enviable record as an instructor of rare ability. He had an average of only one or two failures in classes of more than 150 pupils trying the entrance examinations each year during the nine years prior to his resignation in 1921.

Born in Scotland

Mr. Johnston was born on July 1, 1848, in Dumfriesshire, Scotland, near the English border and what about a year old came, with his parents, to Canada. They settled in London township, north of the City of London, where Mr. Johnston attended the public schools, or as they were then called, the common schools. By his own diligence for the most part, because at that time a country school education was quite elementary. Mr. Johnston acquired a fair "common school" education.

Moved to Lambton

When he was 16 years of age his father decided to move to Enniskillen township in Lambton county, where he had acquired a hundred-acre bush lot. It was at this time that Mr. Johnston began an extensive practical course in manual training and physical culture—the school being the hundred acres of bushland which had to be cleared and converted into a farm.

After spending five years in this "school" of practical knowledge, the boy, now grown to manhood, felt the urge to teach. This made it necessary for him to return to school and in May 1869 he obtained the treasured certificate.

Came to Sarnia
Seven years elapsed during which time he taught school in Enniskillen township and for one year in the Town of Petrolia. Then he was engaged as a public school teacher in what was then the Town of Sarnia, commencing his duties on January 1, 1878. It was in that year that the old model school now known as the George Street school was built.

While the model school was being built, Mr. Wark, principal, and some of the other teachers occupied rooms in the high school or grammar school as it was termed in those days. This school was situated on the site of the present Sarnia General hospital.

Nine or Ten Teachers
Many changes have taken place in the educational setup of the city since Mr. Johnston came to Sarnia. When he arrived there were nine or ten teachers on the public school staff with an enrolment of from four hundred and fifty to five hundred pupils. Now there are 87 public schools teachers in the employ of the board of education with an enrolment of more than 2,400 pupils.

In 1878 and for some years afterwards, the Town of Sarnia did not extend south of Wellington street. There was, at that time, a one-room building used as a schoolhouse on the present site of the Devine Street school but the school was in Sarnia township and not under the control of the board of education for the Town of Sarnia.

The advance in equipment and general conditions in the schools of the city is quite as marked as that made in attendance and the number of teachers employed. Mr.

Johnston used to tell some amusing tales of the difficulties encountered trying to get wood to burn in the box stove which was supposed to heat the room in the old "middle ward" school, where he first had charge of a class of pupils in Sarnia. With the building of the model school, the difficulty of heating by means of box stoves disappeared.

Salaries Increase

In the matter of teachers' salaries, the progress made since the arrival of Mr. Johnston is no less noticeable than in any other lines. Mr. Johnston began teaching near the centre of the Township of Enniskillen January 2, 1870, at a salary of \$300 a year and later he used to tell with certain satisfaction how he was informed, soon after his engagement, by one of the leading farmers of the section, that \$300 was "a big lot of money" to have to pay for a teacher.

In 1900 Mr. Johnston was appointed principal of Devine Street school and supervising principal of southern division public schools in September, 1912. He was also secretary-treasurer to the West Lambton School Teachers' Institute from its inception in 1878. He was a member of St. Andrew's Presbyterian church and in politics was a Liberal.

Successful Instructor

As an instructor, Mr. Johnston was highly successful and during his term as principal of Devine Street school from 1900 until his resignation in 1921, he taught hundreds of people still living in Sarnia. He was a large man, more than six feet tall, weighing over two hundred pounds. He prided himself on his appearance and, in later years, was a distinguished figure as he walked about the city clad in a dark coat which set off his long, white beard.

Barred Repeaters

In the classroom he was a kindly and efficient tutor but he had no use whatever for repeaters. At one time it used to be said that a certain way to pass the entrance examinations was to get in Mr. Johnston's room. Once there you either studied and made the grade or he spent so much time drilling the "three r's" into your head that you passed anyway.

On Friday, June 15, 1928, Mr. Johnston, one of the most highly esteemed and respected citizens of Sarnia, died in his 80th year. He was one of the foremost educators of the district and when in 1923 a large, modern public school was built on Russell street, between Telford street and Ross avenue, it was fittingly and appropriately named the Johnston Memorial school.

William Batten Owns Oldest Printing Plant

Canadian Printing Company
Owner is Veteran Printer

William James Batten, proprietor of the Canadian Printing Company Ltd., the oldest job printing establishment in the city, and chairman of the Sarnia Board of Education has been associated with publishing companies since he was 13 years old. He was the first to introduce a typesetting machine into Sarnia and is one of the few men in Canada who have worked with the three machines, the typograph, monograph and linotype, which represent the progressive development in methods of typesetting in the last half century. He has been 19 years with the board of education.

Born in Cobourg

Mr. Batten was born in Cobourg, Ontario, and took up permanent residence in this city 35 years ago.

He was 13 years old when he left school to become a printer's devil in the offices of the Cobourg Sentinel-Star. He operated the first typograph machine in that town. After mastering the trade and becoming a full-fledged printer he spent a number of years jumping from one city to another gathering a veritable wealth of experience in newspaper offices in Canada and the United States.

Joined The Post

He first came to Sarnia when he was but 18 years old and joined the staff of the Post Printing Company which was situated on the site of the present F. Chambers and Company electric supply store on Front street. After serving on the Post, a thriving semi-weekly paper, for 12 years he went to Port Huron, Michigan, where he worked for a short time as a linotype operator on the old Herald before it was amalgamated with The Times. He left The Herald to commence a barnstorming tour of Western Ontario which was to take him into newspaper offices in several cities. In the short space of one year he worked in Toronto on the Globe, Telegram and The Toronto Saturday Night, jumped to Windsor and then to Stratford before returning to Sarnia where he joined the staff of the old Observer which at that time was situated on Front street where Berger's

MOODS

I have seen Sarnia when a dark grey fog
Stood upon the harbor in silence deep.
I have seen the city white in moonlight,
Touching all of human breath in quiet sleep.
I have seen the city swept in storming,
White in winter, green in April, red in fall.
I have seen the city in every mood of nature,
Through every hue and season I have loved it all.
—Joan David.

Clothing Store now stands. In 1915 he left the Observer to become city editor and advertising manager of The Canadian.

City Editor

When the Sarnia Weekly Canadian and The Daily Observer were merged in 1917, Mr. Batten remained with the new organization in the capacity of city editor. In 1919 he became advertising manager and filled that position until 1931, when he went into business for himself. He acquired the Canadian Printing Company Ltd., which was established as a job office and printing company in 1880 and assumed the management on August 1, 1931. It is now one of the best-equipped job offices in Southwestern Ontario.

Board of Education

Mr. Batten has always been keenly interested in young people and has been associated with the Board of Education in Sarnia since 1917. For 15 years he served as secretary of the board and for the past four years he has been a member of the board. This year he is chairman of the Board of Education. He has been a member of the Sarnia Chamber of Commerce for two years and at present is a director and chairman of the membership committee of that organization.

He is an enthusiastic sports fan and is a past president of the Sarnia senior hockey team, the first senior hockey team of this city. At one time he was vice-president of the lacrosse team and a member of the athletic club executive. He is also active in lodge circles in the city. He is a past grand of Sarnia Lodge No. 126, I.O.O.F. and is now secretary of that body. He is also a past chief ranger of the Court St. Clair No. 146, Canadian Order of Foresters.

Mr. and Mrs. Batten reside at 121 Cameron boulevard and Mrs. Batten is the daughter of the late Mr. and Mrs. W. Williams of Sarnia.

RESCUES KITTENS IN FIRE

Morpeth, England—(CP)—When a house caught fire here a cat rescued her three kittens by carrying them out one at a time through a broken window.

SARNIA AND THE DOHERTY MANUFACTURING CO.

Have Grown Up Together

1882 many years before Sarnia received the status of a city a few years after the first "iron horse" reached the settlement came the Doherty Manufacturing Company. Today it has the distinction of being one of the oldest stove companies in Canada and the largest exclusive manufacturer of coal and wood stoves.

The late Thomas Doherty founded this company in 1882. Since then it has served the interests of Canada and has seen it rise from a back-woods country to a place of prominence among the Nations of the world. It has aided and shared in the growth of Sarnia for 54 successive years—and has watched it grow from a community of a few thousand people to one of the Dominion's leading industrial and commercial centres.

The Doherty Manufacturing Company, as one of Sarnia's oldest institutions, takes particular pride in the progress this City has made and joins in the general felicitations on this the occasion of its 100th birthday. It is our wish that the City and every citizen will enjoy health, happiness and prosperity in the years to come.

Doherty Manufacturing
Company Limited

We Appreciate

The Splendid Support
That This Firm Has
Received From Sarnia
And The Vicinity, And
Look Forward To
Serving Its Citizens
For Many Years, With
An Up-to-Date Rapid
And Responsible Investment Service.

W. H. Kippen & Co.

381 RICHMOND ST.
LONDON, ONT.

203 FRONT ST. N.
SARNIA, ONT.

H. F. HOLLAND, Manager.

Cities Bus Services Limited

GO BY BUS

A. R. McMILLEN, M.D., Pres.

GO WITH US

Sarnia, July 29, 1936.

TO THE PATRONS OF CITIES BUS SERVICES LIMITED

Cities Bus Services Limited, formerly the Sarnia Bus Company, highly appreciate the extensive patronage given to our services in the City of Sarnia and the Village of Point Edward for the past five years. We have endeavored to serve you promptly and serve you well and in return for our efforts we feel that the public appreciate our service by giving us this very extensive patronage.

Since our inception we have branched out into the City of Stratford and into important charter business on the highway. Nearly five years ago we started operating with four buses and today we are now offering to the public the service of bus No. 10. This new bus No. 10 is the last word in highway equipment. Beneath it is a high speed White chassis. This bus is designed to meet the demands of the travelling public on the highways. It has good ventilation, clear vision, Dunlopillo reclining seats, ample heat for winter driving, interior baggage lofts, and is up to date in every respect for the convenience and comfort of the highway traveller.

We are endeavoring to keep up to date and keep in step with the march of time. Parties, lodges, church organizations, bands, sports organizations, etc., demand transportation from club house to club house and from one point to another point. This service we are always ready to give. The march of time pushed the stage coach off the highway and the march of time is placing the motor bus back on the highway. The march of time is pushing the noisy, slow-moving, awkward "tied to the rails" electric street cars off our streets, and in this respect Sarnia is in the van.

To the travelling public desiring to charter a bus for any party or purpose, our No. 10 bus is the latest in luxury and comfort. Our drivers are most obliging, efficient and courteous, and our prices will save you money. No road is too long and no party too great for us to quote our charter prices, which will both surprise and please you. Look our new bus over and you will agree that we are in step with the march of time. The following quotation is taken from "Highway Transportation in Canada."

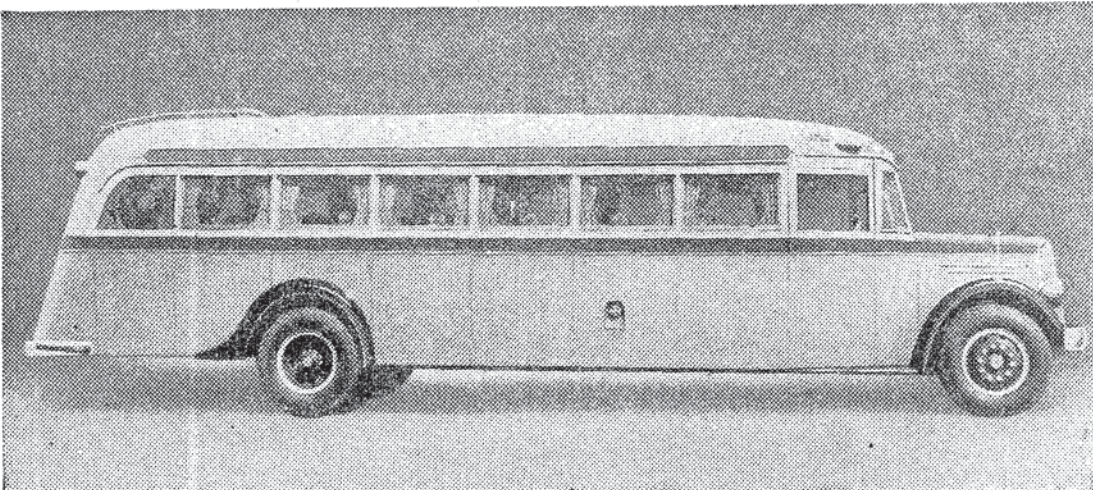
"The advantages conferred on the community by motor transportation are manifold and are felt by every strata of society. In general terms they may be summed up as the saving of time, lower cost of transportation, convenience, and flexibility of service. Congested centres of population have by means of motor transportation been relieved of pressure and the area of suburban residences extended."

We sincerely thank you for your splendid patronage in the past. You have made it possible for us to expand and we assure you for the future the same prompt and up-to-the-minute service.

Yours very truly,

A. R. McMillen M.D.

President.



This De Luxe parlor coach of streamline design, luxurious seating, modern appointments of lighting, heating and ventilation, provides a high standard of comfort and luxury in motor bus transportation. It is constructed of best hardwood framework, covered with all metal insulated panels and floor. It has metal sash lift windows, and shatter-proof glass throughout.



The interior appointments of this De Luxe coach offer the finest in motor coach transportation. Features are solid leather individual reclining seats—fitted with Dunlopillo cushions and headrest—an abundance of roof and window ventilation—hot water heated—interior luggage lofts—a combination lamp and mirror at each seat.

REALLY A LUXURIOUS PARLOR COACH

Cities Bus Services Limited

GO BY BUS

A. R. McMILLEN, M.D., Pres.

GO WITH US

A NEW DeLUXE Parlor Coach

of the very finest construction —

built to our own exacting specifications—equipped with the noted White 713 Motor—is offered you for your next out of town charter trip.

The Company has found it necessary to purchase this De Luxe coach owing to the increasing demands for this type of equipment for the very numerous special parties, which it is called upon to handle from time to time. Every effort has been made to build into this coach the requirements of an exacting travelling public. No effort has been spared to make this coach the very best possible in respect to comfort, safety and demands of those who wish the best in motor coach transportation.

We respectfully solicit your patronage and would appreciate the favor of giving you information as to rates, etc., on your next out of town trip. We assure you that it would be indeed a pleasure to serve you.

For Full Information
phone 258

The products must be
right when
Cities Bus Services
Limited

use

IMPERIAL OIL PRODUCTS

EXCLUSIVELY

THEIR RECORDS PROVE CONCLUSIVELY THAT

3-Star Gas Marvelube Oil

Atlas Tires

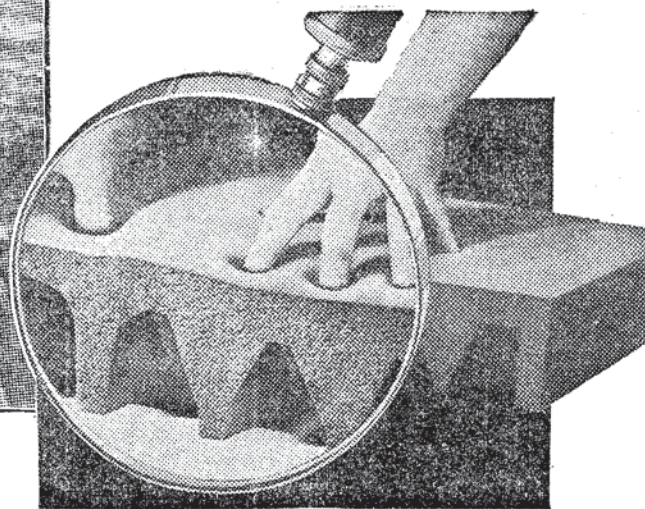
and Atlas Batteries

are the best

Imperial Oil Limited



Left: Native tapping rubber tree and gathering latex, the pure white milk from which "DUNLOPILLO" Cushioning is made.



Right: Showing cellular construction of the finished product.

Now You Can Enjoy
the Amazing Comfort of
"DUNLOPILLO"
Cushioning

in the luxurious new deLuxe parlor coach of the
CITIES BUS SERVICES Co. Ltd.

Until you have actually tried "Dunlopillo" Cushioning you can hardly realize how wonderfully comfortable it really is.

Due to the unique nature of the material, it floats your weight on a structure of millions of tiny buoyant cells—moulds itself to the exact shape of the body and provides an almost unbelievable degree of comfort. The longer you ride on it the more you appreciate the wonderful way in which it absorbs vibration and minimizes fatigue.

"DUNLOPILLO" Cushioning is a revolutionary new material "whipped up" direct from the pure white milk of the rubber tree. It is moth-proof, germ-proof, vermin-proof, does not sag nor pack. It breathes.

This remarkable material is setting an entirely new standard of luxurious comfort for every cushioning purpose . . . for Buses, Trucks, Motor Cars, Street Cars, Offices, Hospitals and Homes.

"DUNLOPILLO" is the registered trade name for cellular latex cushioning material and is made exclusively in Canada under license by

DUNLOP

TIRE & RUBBER GOODS CO., LIMITED

Congratulations
TO
CITIES BUS SERVICES Limited
upon the introduction
of their
SPECIAL DeLUXE
HIGHWAY COACH

It has been a pleasure for us to fulfill the specifications of this special De Luxe Highway Coach as laid down by the management of Cities Bus Services Limited. These specifications are an evidence not only of an informed and discriminating judgment in Motor Bus Transportation, but reveal the sincerity of the management and its earnest desire to provide their clients with the maximum of comfort and style in bus travel. Built especially for Charter work, the appointments are of the very finest, and ensure that the Coach will be an outstanding favorite with the public. We congratulate the management upon their enterprise in placing this Coach in service and are confident it will enhance the reputation and goodwill of the Company amongst the communities in which it operates.

CANADA CARRIAGE and BODY CO. Limited

BRANTFORD

TORONTO

OTTAWA

MONTREAL

CITIES BUS SERVICES LIMITED

STILL OPERATORS ARE FINED \$500 AND GIVEN SIX MONTHS

The Only Daily Newspaper
Published in Lambton

The Sarnia Canadian Observer

SARNIA, ONTARIO, WEDNESDAY, JULY 29, 1936.

All The News Of Sarnia
And Lambton County

CENTENNIAL CELEBRATION PLANS ARE COMPLETED

Magistrate Sentences Two Men

Gerald Maxwell and Renzo Canuti Are Found Guilty

\$40,000 STILL

Will Serve an Additional Six Months if Fine is Not Paid

Gerald Maxwell, aged 32 years and Renzo Canuti, aged 35 years, both of Chicago, were fined \$500 and costs of \$47.45 each and sentenced to six months imprisonment, plus an additional six months if the fine is not paid, by Magistrate C. S. Woodrow in county police court here, Tuesday afternoon, when convicted of breaches of section 164 of the Excise Act of Canada. The sentences date from July 1, the day of the arrests.

Are Convicted

Maxwell was convicted of being in possession of and operating without a license a complete still, suitable for the manufacture of spirits. Canuti was found guilty of partly setting up or assisting in setting up a complete still suitable for the manufacture of spirits, contrary to the Excise Act.

The pair have been under arrest since July 1 following a raid by Royal Canadian Mounted Police officers on a barn on the farm of Stanley C. Annett, concession 5, Euphemia Township. The officers seized an alcohol and moonshine whiskey still valued at \$40,000 and more than 12,000 gallons of mash. The still had been under surveillance since April 7, 1936, when the boiler and large vats were brought into Canada from the United States and the duty paid.

(Continued on Page Seven.)

BREVITIES FROM HERE AND THERE

RAIN AT GODERICH

A half-hour downpour of rain, with an accompanying thunderstorm, visited Goderich this afternoon, but there was no damage. Motorists coming from the south report a sharp, violent storm between this town and Bayfield, but at the latter village there was no rain at all. Meagre reports of property damage south and east of Goderich are drifting in. The Bell Telephone Company reports disruption of some rural services.

RETURNING TO INDIA

Rev. and Mrs. Earl Toombe, who were tendered a farewell and presentation at St. Paul's Presbyterian church at Simcoe left for India after completing their furlough. They will cross Canada and the Pacific en route back to the field.

DIES CLIMBING HILL

While attempting to climb the steep bank of Lake Huron rising from the beach at Bayfield, 12 miles south of Goderich, Henry Bowett, aged 57, of Stratford, was stricken with a heart seizure and died almost instantly. He was on a hike with friends at the time. Dr. W. F. Galloway, coroner, of Goderich, who investigated, said deceased had been in ill-health for four years. An inquest was deemed unnecessary.

GASOLINE STOLEN

Forty gallons of fuel oil was stolen from Arthur Doy's garage at Embro on Sunday night. Mr. Doy has been in the habit of locking the garage, but on Sunday night he forgot to do so. Several in and around the village report having had gasoline taken from their cars.

Last Minute Orders Swamp The Centennial Clerk On Tuesday

A flood of Mail-Away orders for the Centennial Edition of The Canadian Observer poured in last evening and this morning as long as the demand for this eighty-four page paper went to press.

Will Remain Open

So popular has the appeal of this issue and so wholehearted the support of organizations, industries and individuals behind the 100 year anniversary of Sarnia, that it has been decided to hold the Mail-Away department open as long as the demand for extra papers last.

A large number of extra copies have been printed in anticipation of the demand

WEARS PRINT GOWN



Miss Peggy Ann Landon selected a red, blue and yellow field flower print gown for the ceremony at which her father, Gov. Alf. M. Landon, was formally notified of his selection as Republican presidential nominee. (Associated Press Photo.)

Wind Storm Hits Silos

Hail Stones Fall on Tuesday Afternoon in Lambton

Rain, accompanied by hail stones large as peas, out a narrow swath through Lambton County from Camlachie to Watford Tuesday afternoon. Farms along the London Road five miles east of Wyoming received the full brunt of the wind that accompanied the brief rain. Silos belonging to R. Williamson and D. Grievie were toppled and several trees blown down.

Mrs. Louisa Flagg Dies At Her Port Huron Home

Funeral services will be held Thursday afternoon at Port Huron for Mrs. Louisa Flagg, 77-year-old resident of St. Clair county, Michigan, and sister of William A. St. Marie, 230 Harkness street, Sarnia, who died Monday evening after a lengthy illness. She resided at 2033 St. Clair street, Port Huron. She is survived by two sons, Gordon and Clinton Flagg, both of Port Huron; two daughters, Mrs. Ruby Hudson and Mrs. Gertrude Reeves, both of Detroit; two brothers, William St. Marie, Sarnia; and John St. Marie, Seattle, Wash.; a sister, Mrs. Kate Gray, Detroit; six grand-children and two great-grandchildren. Mrs. Flagg, who was born February 2, 1859, in Brantford, Ont., was the widow of William Flagg, who died 11 years ago. She lived 51 years in Port Huron.

Sarnia Veterans Attend Wallaceburg Reunion Today

F. A. Hoad, Alfred Wade and Bert Rubery are in Wallaceburg today as delegates from the Sarnia branch of the Canadian Legion to the Veterans' Day celebration. A large number of legionnaires and veterans from this city also attended.

Olden Days Of Sarnia Recounted

Norman S. Gurd Tells of The Nineteenth Century in This City

MIDDLE ISLAND

Present Lighthouse in Port Huron Was Erected in Year 1824

Norman S. Gurd, local authority on the history of Sarnia, gave an informative and interesting talk to the Sarnia Rotary Club yesterday on some of the more obscure events of this district during the 19th century. He had his audience roaring with laughter as he gave a vivid description of an amusing incident that occurred at the time of the Fenian raids and in a more serious mood when he told of an international crisis, shortly after the war of 1812. Mr. Gurd said Sarnia was in a fortunate position, being situated on the St. Lawrence waterway. This great inland chain, scientists claim, was left by the last ice age more than 20,000 years ago. Of course, he said, many changes have taken place in the shape of the Great Lakes since the retreat of the ice, but essentially the system retains its original shape.

Old Boundary Line

He described how the St. Clair River had been a sort of international boundary more than 150 years ago when two hostile Indian tribes lived where Port Huron and Sarnia now stand. At that time there was a sandy island in the river called the Middle Ground, just south of the mouth of Black River and the Indians used this island as a signalling station. When an Indian wished to cross the river he would paddle his canoe to the Middle Ground and by means of a smoke signal would inform the tribe on the other side of the river that he wished to land. When the Indians were at war it was difficult to obtain permission, but at other times it was fairly simple. The old Middle Ground has long since been dredged out by the United States government.

Captured Ship

Mr. Gurd, referring to the period just after the war of 1812, said that on September 15th, 1815, His Majesty's ship Confiance, in command of Lieutenant Vidal, lay at anchor in Sarnia Bay. The Confiance had not always been a British ship. During the war of 1812 it was known as the Scorpion and belonged to the United States navy. It had taken part in the great battle of Lake Erie in 1813 when Admiral Perry administered a crushing blow to the British Great Lakes fleet. Later the Scorpion had taken part in an attack on Penetanguishene where it had been captured by the British and renamed the Confiance.

(Continued on Page Seven)

Cairn Thermometer Has Arrived In The City

The decorative thermometer unit for the centennial cairn in Victoria Park has arrived in the city and will likely be placed in position on Thursday, it was announced at centennial headquarters today. Although the instrument is one unit it will have two faces, one pointing north facing the sidewalk through the park and the other facing south and visible from Wellington street. An ornamental top will cover the instrument. The cairn is being unveiled on Saturday in connection with the centennial celebration.

Award Grading Contract For Blue Water Highway

Included in the list of contracts for highway construction in Ontario this summer announced today by the Ontario Department of Highways is one for grading and the construction of culverts on the Blue Water highway along the six-mile stretch from Pelee to Port Franks. The contract was awarded to the St. Clair Construction Company of Windsor.

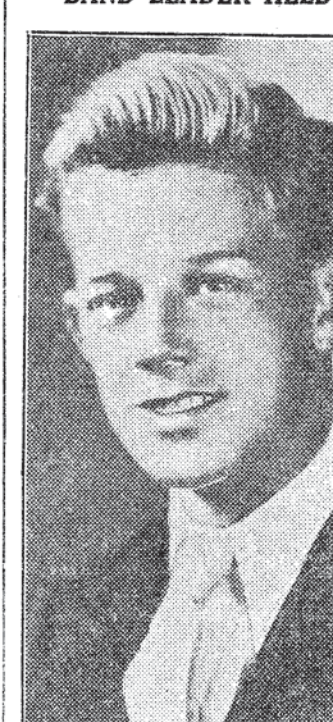
Milton D. McVicar, M.L.A. for East Lambton, said today this work is preliminary to paving of the road.

Tenders for the grading and installation of culverts were called for last week.

BUYS LIVESTOCK

H. W. Clay, livestock promoter for the dominion government, in Prince Edward Island, has purchased three bears from Galt district farmers to improve the stock of hogs on the maritime island province.

BAND LEADER HELD



Robert A. Simpson, 23-year-old orchestra leader, was charged with first degree murder in connection with the death of pretty 17-year-old Ellen Sullivan, who died in a mysterious plunge from a dance hall window at New London, Conn. (Associated Press Photo.)

Brown, Wemple Paired Again

Participants in Cairn Unveiling Played Ball Together

Fifteen years ago the South Mitten street boys had one of the best "sand lot" baseball teams in the city. Many of their games were played on the collegiate grounds and one of the outstanding features of the team was the Brown and Wemple battery. Charlie Brown was the pitcher, with a wide, sweeping curve which was to confound the opposing batters and Lee Wemple was the catcher, who held up the big mitt and called to Charlie to "put it right there."

Together Again

On Saturday two clergymen will participate in the ceremony in connection with the unveiling of the cairn erected in Victoria park to commemorate the 100 years' of Sarnia's history, the Rev. R. Charles Brown, rector of Canon David Memorial Church and Rev. Father L. A. Wemple, acting pastor of St. Joseph's church. The old "battery" of the Mitten street team, now risen to distinction as clergymen in their respective religious denominations, will represent "the church" on this historic occasion. They are probably the only clergymen officiating in the city today who were born here.

Both Sarnians
Rev. R. C. Brown is a son of Mr. and Mrs. Richard Brown, 234 South Mitten street, and Rev. Dr. Wemple is a son of Mrs. Florence Wemple, 287 South Mitten street. Rev. Father Wemple is a professor at St. Peter's seminary in London and is in charge at St. Joseph's church during the absence of Rev. T. J. McCarthy on the Vimy pilgrimage.

CELERY GROWERS HELPED BY RAIN

Late Crop May Offset Earlier Losses

Rain last night and Monday have afforded celery growers in the Port Frank area an opportunity to plant a late crop with the hope that they will to some extent make up for the losses caused by the continued drought of the past few weeks. The exceptional dry spell prevented the growers from setting out plants as there was not sufficient moisture in the soil to give the tender roots starting growth.

Workers Employed

During the past two days large numbers of workers have been employed by growers on celery beds which promised to be unproductive this season. The last week in July according to the growers is a late time for planting celery, but it is believed that with warm weather and a fair amount of rain, the crop will mature before the first frosts come.

Rain Fall

Market gardeners at the city market today reported that a shower had been received over the major portion of the northern section of the county. In Sarnia township the rain was fairly heavy and a slight wind accompanied it. However the wind was not sufficiently strong to cause damage to trees and buildings as it did in the vicinity of Camlachie, and Watford where two silos were blown down. Vendors today said that the rain would prolong the raspberry crop for another week although it had already shown signs of falling off in both quantity and quality.

(Continued on Page Sixteen)

Farmhand Fatally Injured

Norman Maitland Believed to be Victim of Hit-and-Run Driver

DIED ON HIGHWAY

Broken Glass From Auto Headlight is Found Near Body

Police are today seeking evidence to present to a coroner's jury as to the cause of fatal injuries received by Norman Maitland, 34-year-old Enniskillen township farmhand, who died on Highway 21, near Petrolia, early today. Authorities believe Maitland was the victim of a hit-and-run driver, while walking home from Petrolia.

Found on Roadside

Maitland was found lying on the east side of the pavement, one half mile north of Petrolia on the highway by E. A. Shaumessy, Petrolia barrister, driving home from Wyoming at 1:30 a.m. He saw the body lying on the highway and returned to the scene. Maitland was gasping for breath. Mr. Shaumessy drove to William Findlay's service station nearby to secure help.

Three Dresden boys seeking to obtain gasoline at the service station, failed to awaken Mr. Findlay so Mr. Shaumessy proceeded to the main section of the town and returned with Dr. H. D. McCall and Constable R. J. Whiting. Maitland was dead when they arrived.

Autopsy Ordered

Coroner Dr. A. P. MacCallum, ordered an autopsy and an inquest. Maitland's injuries consisted of badly mangled abdomen and fractured arms and legs. Provincial Constable R. J. Whiting conducted a preliminary examination at the scene of the mishap and found Maitland's watch and broken glass from an automobile headlight lying on the pavement 35 feet north of the scene. The officer stated that it was obvious that Maitland had been walking north and that he was struck by the car and carried at least 35 feet where his body fell to the pavement.

Maitland is survived by his parents, Mr. and Mrs. Andrew Maitland and several brothers and sisters. The funeral will be held on Thursday from his parents' home, 15, concession 12, Enniskillen, with interment in Hillside cemetery.

Eighteen Men Taken On

Construction Company Ready to Pour Cement

Eighteen men were taken from Sarnia to Port Lambton today to work on the paving of Highway No. 40. They were from the relief lists of the city, Point Edward and Sarnia Township. The Ryan Construction Company, which has the contract for paving through the municipalities, was getting ready to pour concrete at Port Lambton.

The company has a lot of road machinery on the job, as well as relief labor and former unemployed men from municipalities where the road is to be built. The top surface has been removed from one half of the road and traffic is being confined to the other half.

Don Lindsay is Winner Over Port Huron Golfer

Don Lindsay, Sarnia, defeated Ed Plett, St. Clair, in a first flight game in the St. Clair District golf tournament at St. Clair, Michigan, Tuesday. Plett had eliminated Frank Phillips, Sarnia, and Lindsay had defeated Douglas Macklin, Sarnia. Lindsay's next opponent has not been announced. Dr. W. G. Gray will meet Allan Drouillard, St. Clair, today in the championship flight.

Railway Worker Injured When Steel Splinter Flies

Wyoming, July 9.—(Special to The Canadian Observer).—Frank Perry, Plympton Township farmer, employed on the C.N.R. on this morning, was taken to the Charlotte Eleanor Englehart hospital, Petrolia, with a steel splinter over an inch long resting against his right lung. An operation was necessary to remove the splinter which had passed between two ribs in entering his body. The accident occurred while Perry was cutting bolts on the new rails being laid on the main line.

Centennial Program

SATURDAY

9:30 A.M.—Parade will muster on Davis Street, near Euphemia.

10:00 A.M.—Parade will move east on Davis street to Milton, Wellington, Victoria, Davis, Christina, George, Front, Davis, Christina, Wellington to Victoria Street.

11:15 A.M.—(Approximately)—At the conclusion of the parade, the unveiling of the cairn in Victoria Park, will take place.

1:00 P.M.—Picnic at Canatara Park and athletic program conducted jointly by the Imperial Athletic Association and the centennial sports committee.

SUNDAY

The citizens of Sarnia are requested by Mayor Crompton to commemorate the 100 years of Sarnia's history in a religious way by attending their own churches.

8 P.M.—Service of thanksgiving and prayer, celebrating the 100th anniversary of the organization of the municipality of Sarnia in Victoria Park.

MONDAY

Auto and bicycle races all afternoon at the fair grounds.

3 P.M.—Baseball game at the Athletic Park between the Sarnia Maple Leaf Juniors and the Chatham Crystals.

8 P.M.—Canadian Legion Tattoo at the Athletic Park.

Line Of March Is Changed

Procession Will Form on Davis Street Near Euphemia

MONSTER PICNIC

Church Services Sunday to Be Followed by Sports on Monday

A change in the route of the centennial parade Saturday and transferring of the unveiling of the memorial cairn from the afternoon to shortly before noon, was made by the general committee in charge of the centennial at a meeting last evening.

A number of details in regard to the unveiling and other functions were also arranged.

In order that those in the parade will flank Victoria Park on three sides during the unveiling ceremony, which is to commence immediately after the conclusion of the procession, the committee decided on the slight deviation in the route to be taken.

The procession will form on Davis street, near Euphemia, go east on Davis street to Milton, thence to Wellington, Victoria, Davis, Christina, George, Front, Davis, Christina, Wellington and Victoria streets. By traversing these streets in the order named, the committee decided the danger of the head end of the procession, its return to Victoria Park, closing with the remainder of the parade would be eliminated. It will also arrange the marchers, in a orderly fashion, about the park at the unveiling.

Muster at 9:30
The parade will muster at 9:30 a.m. and move off at 10 o'clock. It is expected that it will be over about 11:15 and the unveiling ceremony will follow immediately. This will save the people downtown for the procession, having to return after the lunch hour, as would have been the case had the unveiling taken place at 1:30, as originally planned.

Mayor to Preside
Mayor Crompton will preside at the unveiling and will speak briefly. He will be followed by Rev. Dr. L. A. Wemple, acting pastor of St. Joseph's Roman Catholic church and Rev. R. Charles Brown, rector of Canon David Memorial church. William Guthrie, M.L.A., will be the next speaker and Ross Gray, K.C., M.P., will lead up to the actual undraping of the cairn. Mrs. Charlotte J. Nisbet will pull a cord which will disclose the cairn to public view.

The addresses and unveiling will take place from the bandstand and the Lambton Regiment Band will conclude the ceremony by playing God Save the King. It is planned to have a large flag suspended overhead.

(Continued on Page Seven)

F. P. Dawson Addresses Windsor Kiwanis Club

F. P. Dawson, K.C. of Sarnia, governor of the Ontario, Quebec and Maritime district of Kiwanis International was the guest speaker at a meeting of the Kiwanis club of Windsor Tuesday. He delivered an address, the theme of which was the opportunity for service clubs to promote world peace.

"We are a business organization," he said, "pledged to usefulness. We are 90,000 strong in Canada and the United States and we are not only representative of two countries, but we are in a position through contacts and the opportunity to associate with youth, to educate toward world peace."

Kiwanis Club Boys' Summer Camp Opens Wawanda Friday

Preparations are being completed for the opening of the annual Kiwanis Junior Boys' camp, next Friday morning at Lake Huron beach.

Ten Day Camp
For a period of ten days, over twenty boys will enjoy the privileges of a camp outing under the supervision of the Kiwanis club.

A systematic course is being arranged covering such subjects as bible study, swimming, life saving, campcraft, athletics and first aid.

The Kiwanis camp is held at Camp Wawanda, Lake Huron beach. During the early summer, Camp Wawanda was completely renovated and redecorated, providing excellent accommodation for all types of camp work and instruction.

Alex McMurtrie in Charge
The camp will be directed by Alex. D. McMurtrie assisted by a Kiwanis committee. Messrs. John Garroch, James B. Palmer, Frank Lawson and Stanley Burke.

Extra accommodation is being made for boys, other than members of the Kiwanis Boys' club, application for such being made with any member of the committee.

The official opening of the camp will be held Friday evening when a campfire ceremony will be staged in the council. On Sunday evening, the first public church service will be held.

(Continued on Page Sixteen)

News Of The Day In Clubs, Lodges and Social Circles

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SOCIAL and PERSONAL

E. Maurice Heller has gone to Toronto, Ont., to commence a six weeks' course at the Toronto General hospital.

Joseph P. Steel, of Wyandotte, Mich., was a recent visitor at the home of Mrs. Steel, Corunna, Ont.

Mrs. Chris Taylor and Miss Gladys Taylor have returned home after spending the past week with the former's sister, Mrs. V. Williams, Middlemiss, Ont.

Miss Frances Beggs, who has been the guest of Mr. and Mrs. William Twatts, London Road, for the past several weeks, returned to her home in Toronto, Ont., yesterday.

Mrs. Phoebe Lee and her grand son, Howard Graham, of Detroit, Mich., are guests of Mrs. A. H. Kelly, North Front street. Another guest with Mrs. Kelly on Tuesday was Mrs. Earl Jenkins, of Lucan, Ont.

Mr. and Mrs. John J. Hartley, Wellington street, Sarnia, Mich., are guests of Mrs. A. H. Kelly, North Front street. Another guest with Mrs. Kelly on Tuesday was Mrs. Earl Jenkins, of Lucan, Ont.

Mrs. Margery North, Bright street, has returned home after spending three weeks in Detroit, Mich., the guest of Miss Marion Bolton.

Mrs. N. H. Percival and sons, Howard and David, are spending a week with Mrs. Percival's daughter, Mrs. V. Williams, Middlemiss, Ont.

Miss Florence McCormick and Mrs. Morrell Miller, of Detroit, Mich., were guests of Mrs. Emma Cameron, 264 Maria street. Miss Catherine Cameron will accompany Miss McCormick, Mrs. Miller and Mrs. Cameron to Callander, Ont., to see the Dionne quintuplets.

Miss Eleanor Haley and Miss Anne Clifford, of London, who have been spending a short holiday at Bright's grove, will return to their homes on Friday.

Miss Edith Dyble is recovering at her home on North Christina street, after undergoing an operation for the removal of her tonsils on Monday.

Mr. and Mrs. Lloyd Smith, Queen street, and Mr. and Mrs. H. A. Glash, London Road, were Tuesday visitors at the Old Boys' Reunion at Wallaceburg.

Mr. and Mrs. W. H. Sutherland and small daughter, Sally Joan, have returned home after a two months' motor trip to Los Angeles, Cal.

Gordon Cochrane of Talara, Peru, who landed in New York yesterday, will be a guest of his mother at Corunna during a three months' furlough. He is employed as an engineer on the staff of the International Petroleum Company there.

Miss Pearl Broadbent left for Chatham last night where she will enter the training school for nurses at the General Hospital.

Constancy Lodge

Constancy Lodge No. 155, met in Castle Hall last evening with a splendid attendance of members. After the regular routine of business, arrangements were completed for a picnic to be held at St. Ignace Island the second Wednesday in August. Mrs. F. Allen, Queen street, invited the sewing circle to her home next Wednesday afternoon.

HAILE SELASSIE'S PORTRAIT

London, Eng.—(CP)—A bust of Haile Selassie, believed the first made in Europe, has been modelled by Jacob Epstein, famous sculptor. Epstein worked directly from the Emperor in clay for bronze.

ENGAGEMENTS

Mr. and Mrs. Embert Stevens, 150 N. pier street, wish to announce the engagement of their youngest daughter, Marion Murrell, to Mr. Clare Hicks, son of Mrs. J. Lalonde of Midland, Ontario, the marriage to take place the middle of August.

IN MEMORIAM

ALCOCK—In loving memory of a dear husband and father, Ralph Dennis Alcock, who passed away July 29, 1933.

"Not just today, but every day, in silence we remember."

Wife and son Billy.

CARD OF THANKS

We wish to express our sincere thanks to the people of Bridgen, in their splendid effort in controlling the fire on our property Sunday.

Mr. and Mrs. W. E. Jarrold, Bridgen, Ontario.

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FLORENCE SHOPPE IS TEN YEARS OLD

The Florence Shoppe, situated on Front street, has completed 10 years of business in the City of Sarnia. This store was started by Miss Florence in 1926. During its period of operation it has made many friends and acquired a large number of customers through quality merchandise, service and moderate prices. The Florence Shoppe, which is now operated by Mr. and Mrs. L. Cohen, is deeply appreciative of the support that has been given to them by the people of Sarnia and Lambton county.

POINT EDWARD

Mrs. S. W. Harris, and daughter, Marjorie, have returned to their home in Ohsweken, Ont., after spending the past three weeks with Mr. and Mrs. R. Duncan. George Canne, of Detroit, Mich., has returned home after a few days spent renewing acquaintances here.

A. O'Driscoll, St. Clair street, left last week for Newfoundland where he will visit his parents for several weeks.

Mrs. W. MacKay returned last evening to her home in Port Huron, Mich., after several days' visit with her sister, Mrs. Frank Wood and Mr. Wood.

W. Durance left today for Flint, Mich., where he will visit relatives for a few days.

Mrs. James Burns left early this morning to visit in Montreal, Que.

George Mair returned to his home in Port Huron, Mich., after visiting for the past few days with his uncle and aunt, Mr. and Mrs. Frank Wood.

Mrs. A. Campbell returned to her home in Detroit, Mich., accompanied by Mrs. Robert McKnight, Edward street. Mrs. McKnight will visit there for a few days. Ted Hayes left early this morning on a motor trip to Montreal, Que.

Mr. and Mrs. A. W. Bannister, and son, Robert, are attending the Bannister reunion in Brantford, Ont., today. This year's reunion is a celebration of the 100th anniversary of the family in Canada.

Actress

(Continued From Page One.)

"Now, didn't you have some trouble with Miss Taylor on one occasion?" Woolley went on. "A little disturbance at the house?"

Dr. Thorpe replied that one night, late last year, he and the girl had "tussled."

Dr. Thorpe said he could not remember the exact details, then he looked up and replied:

"Yes, I do recall that she slipped away from me and ran up stairs. She tried to lock herself in, but I got through the door and grabbed her. We fell down in the tussle."

"And your baby saw all this, didn't she?"

"Absolutely not," the witness answered.

Another Woman

He then was asked about Mrs. Lillian Lawton Miles, who Miss Astor has charged was his wife when she (Mary Astor) married him.

"She sometimes stayed all night with you, didn't she?"

"She never did. Never."

Last Minute

(Continued From Page 3)

Will Accept Orders

Owing to the great amount of detail work in connection with this edition we are asking that the Centennial Clerk be not asked to set aside copies for later pickup. Orders for saving 10 or more papers will be accepted and delivery made to any address in the city or Point Edward if requested. Delivery of even single copies will be accepted for immediate delivery in the city or Point Edward by special messenger at 10 cents a copy.

Single copies may be purchased over the counter at 5 cents a copy. Papers may be secured in suburban towns through direct order with the office or by your carrier boy at a cost of 10 cents a copy.

How to Get Them

Briefly here are the ways of getting extra copies of today's edition:

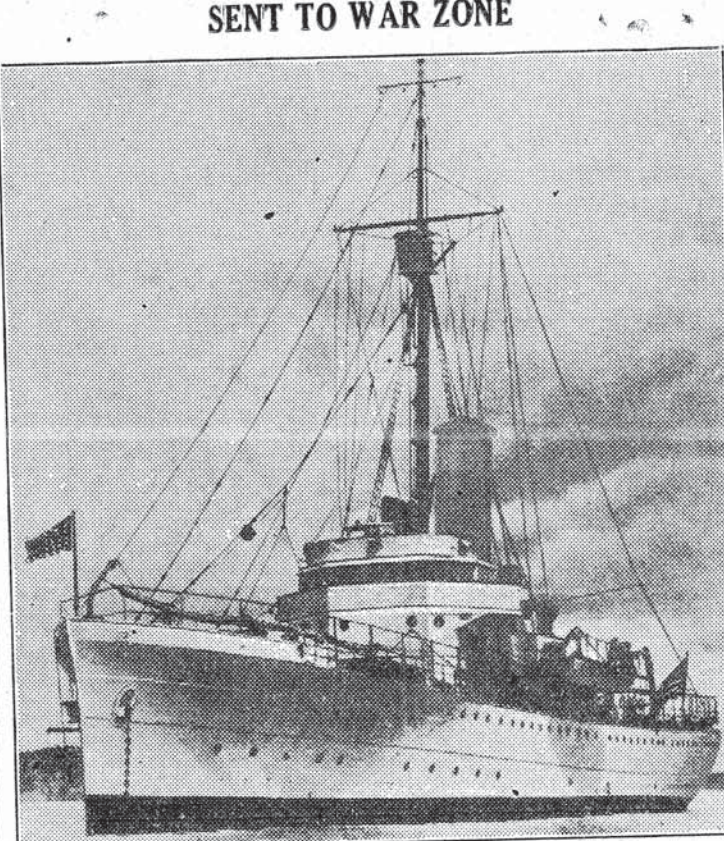
Send us the addresses of those to whom you wish us to send a paper enclosing 10 cents for each copy.

Order your extra copy or copies through carrier boy or messenger for delivery in Sarnia or Point Edward at 10 cents a copy.

Or, you may purchase at 5 cents a copy papers over the counter at The Canadian Observer office.

TO APPEAL CONVICTION

Moncton, N.B., July 29.—(CP)—H. H. Murray Lambert said today he would make an application to appeal the conviction of Daniel Bannister, condemned to hang September 26 after his second trial on a charge of murdering Philip Lake. A previous appeal was granted following Bannister's first conviction. His brother, Arthur, is awaiting execution August 20 for the same crime.



The United States Coastguard cutter Cayuga, was dispatched to San Sebastian, where conditions were described as "horrible" to evacuate American citizens, including Ambassador Claude G. Bowers. The Cayuga's crew of 110 included 60 cadets graduated recently from the coastguard academy at New London, Conn. (Associated Press Photo.)

FUNERALS

GLORIA JUNE HANTON

Funeral services were held in Port Huron on Sunday afternoon for Gloria June Hanton, nine-year-old daughter of Mr. and Mrs. David Hanton, Pine street, Port Huron, who died on Friday at Ann Arbor following a protracted illness. Among those attending the services from out of town were Mr. and Mrs. James Fleet, Sarnia, Mrs. Sarah Tobias, Mr. and Mrs. Roy Tobias, of Petrolia.

JAMES ALEX. HITCHCOCK

The funeral was held yesterday for James Alexander Hitchcock, retired sailor, Fenian raid veteran and a member of a pioneer Sarnia family, who died on Sunday at his home, 123 Elgin street, at the age of 86 years. He had been ill only a short time. The service was conducted at Phillips' funeral home at 2 p.m. by the Rev. Dr. R. R. McKay, retired pastor of Central Baptist church. The pallbearers were Ken McPee, K. P. Jeffrey, Thomas McCann and John Doherty. Interment took place at Lakeview cemetery. Mr. and Mrs. A. W. Campbell, of Detroit, attended the service.

URGES LARGER DEFENCE GRANTS

Bruce Says All Dominions Must Share Responsibilities If Liberty Claimed

Bristol, Eng., July 29.—(CP Cable)—Stanley M. Bruce, Australian high commissioner in London and former prime minister of the commonwealth, in a speech here urged that the British dominions make a larger contribution towards the defence of the Empire. Speaking at the Royal Empire Society's summer school, Bruce said recent experiences had convinced the smaller nations that they could not rely upon the League of Nations for protection. As a result, they were feverishly arming.

Must Play Equal Part

"I believe we eventually will build a system of world peace," said Mr. Bruce. "But meantime we must rely rather upon the sister nations of the empire, of which all must play an equal part."

The high commissioner from Australia recalled that in 1925 Great Britain contributed £2 12 shillings sixpence per head for defence purposes. He said Australia's figure was £1 one shilling, New Zealand's 12 shillings sixpence, South Africa's 12 shillings and Canada's five shillings sevenpence.

Mr. Bruce continued: "If we claim, as we all claim, complete liberty and equality, we must shoulder our responsibilities. You can rely that there will be recognition in Australia that they have got to make their contribution."

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LETTERS TO THE EDITOR

THE MEMORIAL CAIRN

Editor, Canadian Observer: The cairn in Victoria Park is being built exactly opposite to my office window, and no one has a better chance to see it. The design is a truncated pyramid, with considerable "batter" to the sides. That is, the sides and angles pitch towards the top. That is all right, and I have noticed that the workmen have taken great care to shape the boulders or field stones to the proper angles. But the top has just been covered in with a cement slab that is not shaped or battered in any way. It is rectangular. The lack of consistency in the angles is apparent all across the road, and I have taken the opinions of other observers. One person has just remarked: "It was all right till they put that top on."

Who is responsible for the design? If the cement top is necessary it ought surely to conform to the lines of the main part, especially as they are so clear-cut and emphatic. As a matter of fact, the cement is out of keeping with the natural stone, and will never look right. If a flat top is wanted it could be faced with small stones and the proper angle preserved. Or, if necessary to begin a perpendicular course it could be recessed to avoid the clashing of angles. Battered design—where the sides pitch towards the top—is very ancient, and quite suitable for a cairn. But it should be consistent. Surely the city engineer or some one with a sense of archi-

ture should inspect this job before it goes any further. It is not a curb or a culvert, but an ornament.

W. Q. Phillips, 151 Wellington Street, Sarnia, July 29, 1936.

Opposition Gains

(Continued From Page 1)

Education Hoy were not certain. With 11 polls to hear from at St. Clements he was trailing Herbert Sulkers, C.C.F. nominee, 2,240 to 2,838 votes. R. J. Bates, Social Credit candidate, was last with 1,150 votes.

Close Behind

Hon. W. J. Major, attorney-general, and Hon. J. S. McDiarmid, minister of natural resources were running close behind John Queen, C.C.F. member and mayor of Winnipeg, in the race for the 10 city seats. Heavy transfer of Stubbs' second choices raised Mr. Queen from 10th to fourth position, and in the lead for election.

Bulk of second choices were distributed among leftist candidates. S. J. Farmer, C.C.F. member, received 2,564 to elevate him from near the bottom to eighth place.

MARATHON FITTINGS

London—(CP)—Jessie Matthews, star in the British film "It's Love Again," stood 95 hours getting fittings for her costumes.

SORORITY GOES MODERN

Indianapolis—(CP)—Busier University girls have built a new residence of cinder blocks painted white and costing \$15,000.

MECHANIZE LIFEBOAT SERVICE

London—(CP)—Entire mechanization of the lifeboat service within three years is aimed at by the Royal National Lifeboat Institution.

RESTAURANT'S NOVEL DANCE

London—(CP)—A well-known restaurant "launched" the Queen Mary when the interior of the building was transformed into a representation of the main decks of the liner for a dinner and dance.



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SERVING SARNIA AND LAMBTON COUNTY FOR NINETY YEARS

TEN YEARS SHORT OF A CENTURY

The history of the W. B. Clark Company is closely related with that of Sarnia. It dates back to 1839, when the first W. B. Clark landed in this locality. Two men of the same name followed in the firm. This store was started in 1846 which makes it the oldest business establishment in Sarnia, and one of the oldest in Canada. We find, on looking over the records of the Company, an entry made in October 1, 1846 which credited J. W. Campbell, of Glasgow, with the amount of £250-18-6 1/2. This shows that the Company was importing 90 years ago. It is interesting to note that they are still doing business with the successors of the same Glasgow firm, Campbells, Stewart and MacDonald.

The chief commodity of barter in the early days was potash as currency was almost unknown. The settlers in this part of Lambton, in clearing their land would make potash, put it in casks weighing from 500 to 700 pounds, to be shipped by water to Kingston and Montreal. There it was analyzed and paid for according to its percentage of strength. The first cask of potash made in Sarnia was shipped to Montreal in September, 1840 by Daniel Smith. It sold for £11-11-0.

The W. B. Clark Company have an interesting list of early settlers who made and shipped this one negotiable commodity, which meant cash in their pockets. Other names shown besides those of Daniel Smith are Owen Branch, W. Park, G. Donald, W. Craig, Samuel Proctor, Jonathan Anderson and Thomas Forsythe. These lists are available to any of the descendants of the early settlers, who would like to see if their grandfather's names are shown. One of the items appearing on the early saleslist was candles which were sold by the pound. There were no oil-lamps for lighting in those days, needless to say, there was neither electric or gas lighting of the present day.

Among enterprising business men of Sarnia who worked with the firm at one time were the late Col. C. S. Ellis and W. J. Proctor. Justice Buchanan of Australia, Minister of the Supreme Court of Southern Australia during the war and afterward second Chief Justice, at one time worked for this firm. It would be very interesting to have kept a list of all the boys who at one time during their lives worked at carrying parcels for this store. In the early days it was their job to clean and trim the oil lamps.

We have saved some very good examples of old time spinning-wheels and reels as used by the early settlers to spin their own yarn. They are on display at the store.

This firm has made it a policy, through all the years, to handle high quality merchandise. Today we are agents in this vicinity for such well-known nationally advertised lines as Kenwood and Hudson's Bay Blankets, Rose of Sharon Linens, Perrins Gloves, Corticelli, Allan A. and National Hosiery, Harvey Woods Lingerie.

We take particular pleasure in congratulating the City of Sarnia on the attainment of its 100th birthday. We are proud to have played an important part in the first century, which has been one of outstanding progress. We feel confident that the new century about to be ushered in will be one also in which Sarnia will make great progress in making this a better community for the citizens, who live in it.

THE STORE THAT WAS GOING IN GRANDMOTHER'S DAY

THE W. B. CLARK CO. LIMITED

1936

Carter SIGNS

THOMAS COOPER, Proprietor

Extends Hearty Congratulations to the CITY OF SARNIA

'Phone 2118

221 1/2 N. Front Street

A. D. SLEETH

Imperial Building—Market Square

Phones 177 and 1267W

CHIROPRACTOR

DRUGLESS THERAPIST

FOR CORRECT GLASSES

—CONSULT—

G. A. NICOL

OPTOMETRIST

143 Front St. 'Phone 627

Over Ingersoll's Drug Store

Sarnia Grid History Extends From 1886 To The Present Day

First Ontario Rugby Football Union Title Came To This City
in 1919, the First of a Long Line of Gridiron Honors, Climaxed by Senior Dominion Crown in 1934.

Rugby football, the sport that has held the top spot in the affections of Sarnia sport goes longer than any other branch of athletic endeavor, was introduced to this territory as an organized sport in 1886. Since that time two dominion titles and several intermediate and high school crowns have adorned the brows of Sarnia teams. Only in junior football has this city failed to crash the throne room.

Face Many Clubs
Today Sarnia's senior club opposes teams from Toronto and Hamilton. For a year or two Kitchener was included but that city found the senior expense out of proportion to the interest shown.

Back in the 80's Strathroy and Stratford towns where the game has been dead for years, battled alongside Petrolia and London to down the Sarnians.

Won the District
In 1888 the Sarnia team, bolstered with ex-college players, swept through to the district title and next season only Petrolia answered the bell. The Hard Oils, always bitter gridiron enemies, dropped the district title in a torrid two-game series. In Petrolia Sarnia outscored the home team 5-4 but rules called for a two-point margin to register a victory. Sarnia won the return game 6-0.

Organized in 1886
The first organization meeting was held in the St. Clair House, September 16, 1886. The officers elected were: president, M. Fleming; vice-president, F. W. Kittermaster; secretary-treasurer, F. F. Pardee; captain, L. Boyd; manager, Alex. McKenzie; Dr. Logie, Dave Mackenzie, R. T. Geary and W. J. Hanna. The first match was played in London and Sarnia went down to defeat 11-0. A return game played in Sarnia two weeks later was won by Sarnia. The initial Sarnia team was: F. Pardee, E. C. Pardee, Alex. Burnham, Alex. Saunders, L. Boyd, W. Forbes, W. J. Hanna, F. Kittermaster, D. Mackenzie, Dr. Logie, D. Maitland, F. Gorman, H. Bucke, A. McKenzie, and Fred Evans, of Strathroy. Other players who played on the team in later games were Norman McKenzie, Jack Pardee, Norman Gurd, Alf. McVicar, R. Poussette, Jack Leckie, H. R. Sidney, C. M. Brown, H. Cameron, C. Mackenzie, Dave McGibbon, Laird, Newman, W. Hosie, Jack Palmer, and Dr. Duff, of Port Huron.

The last game played by the old timers was a match between Lambton and Middlesex on Diamond Park, on October 25, 1889. Lambton won, 8-2.

Helped Petrolia
For several seasons after the local team disbanded Leckie and Gorman played wing and Dave McGibbon half back for Petrolia who were developing a strong team, and later showed championship form in Provincial Rugby.

Thrice did Sarnia reach the finals in the early twenties, twice with Toronto Capitols, and once with Kingston Limestone. In 1919 the first Intermediate Championship was won by the locals. In the finals they beat Toronto Capitols which team boasted of Connacher and other fast men. George Dawson was manager and coach that year, and the personnel: Dave Harding, "Red" Cowan, L. Smith, G. Cole, M. Rosenberry, A. VanAlstyne, "Polly" Parrott, C. Minton, A. Cameron, G. Smith, M. Fitzgibbon, H. Sinclair, W. Perry, J. O'Connor, M. Copeland, C. Loomis, J. Garvey.

The Sarnia Collegiate Institute were the Interscholastic Champions of Ontario for three consecutive years, 1920, '21, '22, and again in 1933.

Many Titles
Sarnia has won the intermediate O.R.F.U. championship in 1919-22-23. In 1923 the Wanderers, who replaced the Imperials in the lower series, won the honor which was kept away from the city during the reign of St. Thomas Yellow Jackets until 1935.

In 1929 the Imperials entered the senior series of the Ontario Union and won the title. Balmy Beach won it the next season but Sarnia has been in the saddle for the past five years. In 1934 they defeated Regina Rough Riders for the dominion crown.

Meets Crown Prince Frederick Wilhelm and Is Shown Netherlands Palace

Berlin, July 29.—(AP)—Eleanor Holm Jarrett, United States swimming star, got a thrill she described as "bigger than that of winning the Olympic gold medal when she met former crown prince Frederick Wilhelm and was shown by him all over Netherlands palace.

"Gee, I can forget I was put off the Olympic team," she exclaimed enthusiastically. "This is my first contact with royalty. I never dreamed anybody of such high station could act so natural."

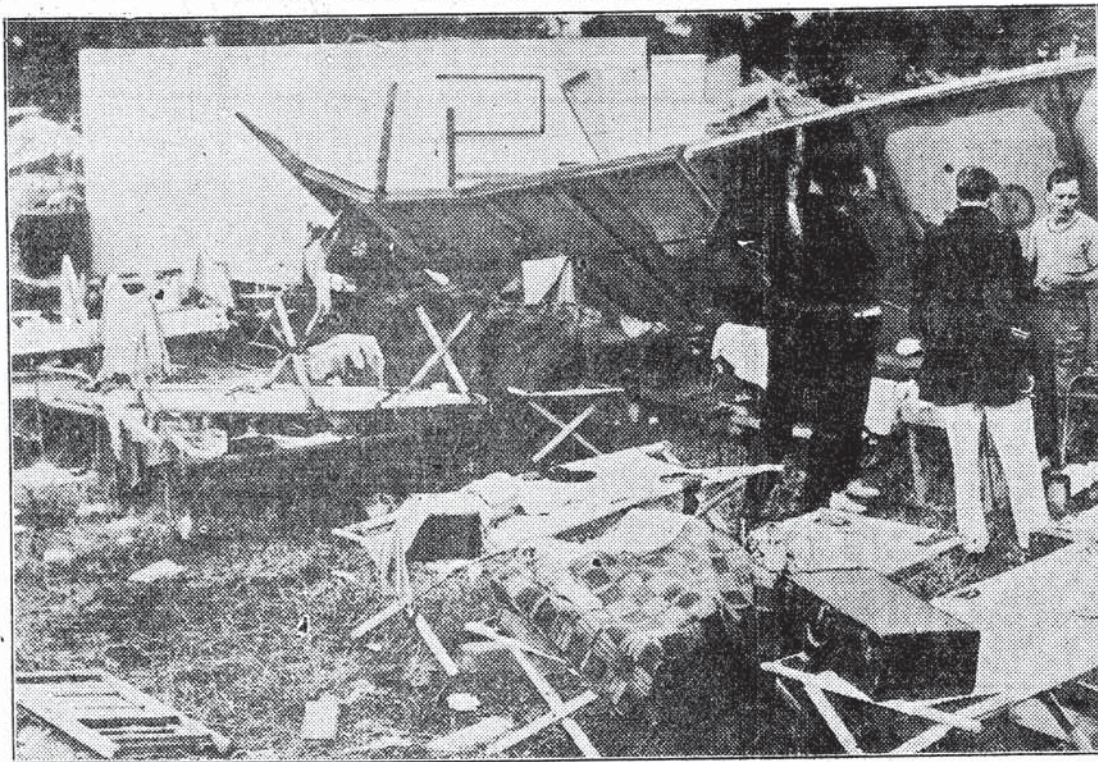
Taking Stroll
Mrs. Jarrett was taking a stroll with an acquaintance, headed for the former imperial palace, now a public museum. She was about to pass Netherlands palace, where the Hohenzollern administration is housed and where each of the former royal princes has a suite. Just then the crown prince's car drove up with the one-time heir to the throne, dressed in grey shorts and a white blouse, at the wheel.

Recognizing a friend, he stopped to say hello. Introducing Mrs. Jarrett was a matter of course. "What?" Frederick Wilhelm exclaimed. "Is that the famous swimmer? Have you two minutes' time? I'd so like to chat with you. I have heard so much about you." As Mrs. Jarrett and her escort were ushered into the reception room, she whispered: "Gosh, my heart is all aflutter. What shall I call him? Is it enough to say 'your highness'?"

Before she had time to collect her thoughts she found herself seated beside the prince.

Feels At Home
"Gee," she exclaimed, "I just can't grasp that I'm in a palace talking to royalty. Why, prince, you're so human—just like we other folks. I never thought you looked so young or could act so natural. I came into this room trembling all over. You made me feel at home immediately."

TWO PERSONS DEAD IN JERSEY WINDSTORM



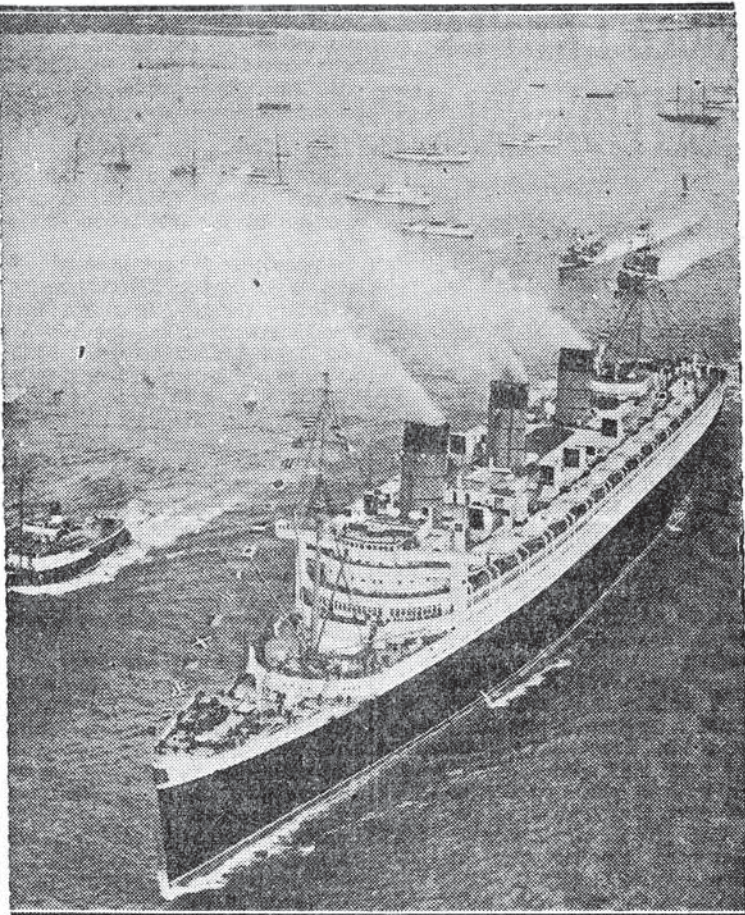
Two persons met death when they were struck by falling poles in a high windstorm that swept over Trenton, N. J., completely wrecking a tent in which a walkathon contest was being held. Wreckage of the contestants' quarters is shown. (Associated Press Photo).

HELD IN CLEVENGER PROBE



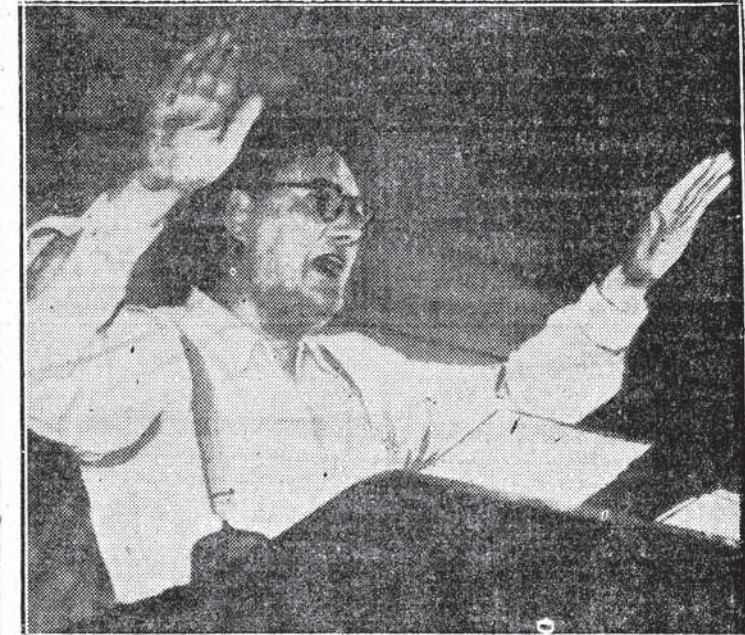
Prof. W. L. Cleverger, North Carolina state college dairy specialist, was "detained" by Sheriff Lawrence E. Brown for investigation in the mysterious slaying of Cleverger's niece, Helen Cleverger, in an Asheville, N.C., hotel. (Associated Press Photo).

QUEEN MARY MAKES FASTEST CROSSING



The British liner, Queen Mary, shown here, made the fastest Atlantic crossing on record when she reached New York July 28. She will not claim the speed title, however, as her course was slightly shorter than that of the liner Normandie.

MAY BECOME FRENCH DICTATOR



Jacques Doriot, head of the French People's party, who used to deliver communist speeches throughout France, is regarded by many Frenchmen as the coming dictator of France.

BARNYARD PARADOX
Amherst, N.S.—(CP)—James McCarthy boasts that crows can fool them also, he says, for she has a comb, wattles and spurs. But and can call other hens with her she lays eggs.

A NEW LOW PRICE

WONS' TEA

BLUE LABEL
Now 31¢ HALF POUND

THE WORLD WIDE FAVORITE

J. Lyons & Co. (Canada) Ltd., Toronto & Montreal

CHEAP TO DRESS
Glasgow—(CP)—Today a woman can be completely dressed for less than ever before, the Scottish Retail Drapery Trade Conference was told.

ANAESTHETIC FOR MANICURE
London—(CP)—For the third time in his 14 years in London, Bill, the Zoo's pet leopard, was given an anaesthetic before his claws were trimmed.

1920

1936

16 Years of Progress



Serving the City of Sarnia and Lambton County with quality Stoves, Furniture and House Furnishings. With a reputation for square dealing, he has established one of the finest followings in this district.

Bernard Furniture Co.

N. Christina St. (Next to Windsor Hotel) Phone 2550

The Canada Life Assurance Company

EXTENDS to THE CITY of SARNIA
Best Wishes For Continued Prosperity In Years To Come

COLIN C. O'NEIL C. L. U.
District Manager

--- SERVING THE PEOPLE OF
SARNIA and LAMBTON COUNTY
SINCE THE YEAR 1880

This jewelry store, which has been under the present ownership for sixteen years, has grown up with the city. Its policy has been always to supply its customers with expert watch repairs, quality merchandise and courteous service.

-- Credit Jeweler --

A. W. WATERS

C. N. R. WATCH INSPECTOR

PHONE YOUR ORDERS

Lipacott's

Rexall Drug Stores

WE DELIVER

DEEP Cut Prices

THURSDAY - FRIDAY - SATURDAY

Toilet Paper Tissue 5 for 25¢

Milk of Magnesia 16-oz. 29¢

LIFEBUOY SOAP 7¢

MUM Deodorant 33¢ - 53¢

NEET 54¢ - 89¢

FACE-ELLE 400 Sheets 25¢

Wash Cloths 6 for 25¢

uschen Salts Giant 69¢

GAUZE For Every Household use. Sterilized 5 yds. 19¢

Ideal for Summer Outings!

MODERNE OUTING JUGS

Keeps liquids hot or cold. Large Size.

\$1.29

Special Offer!

BATHING CAPS

Well fitting caps that keep the hair dry. Various colors.

13¢

Also 25¢, 29¢, 39¢, 50¢

A.S.A. Tablets 100 19¢

Colgate's DENTAL PASTE 19¢ - 33¢

LYON'S TOOTH POWDER 27¢ - 39¢

Tanya SUN CREAM 19¢ - 33¢ - 59¢

Noxzema SKIN CREAM 27¢ - 54¢

Vacuum Bottles 29¢ - 69¢

FRUIT SALINE 13-oz. 39¢

LISTERINE TOOTH PASTE 25¢

SHELL CASTILE SOAP 10 cakes 25¢

Italian Balm 27¢ - 52¢

Handy Travelling Size

FACE POWDERS

THREE SECRETS 25¢
CHERRY AMY 25¢
POND'S 25¢
POMPEIAN 25¢

Protect Your Eyes!

SUN GLASSES

Priced so low you can afford a pair for each member of the family.

15¢

2½ oz. Bottle WILLIAMS

AQUA VELVA

And a 50¢ Double Size

WILLIAMS SHAVING CREAM For 44¢

MEN!

A Handy Oilskin

POUCH

Given Free With Each 39¢ FRANK

ALGERO PIPE

Your choice of popular shapes. 39¢

171 FRONT STREET

PHONE 149

Sarnia's First Dominion Football Champions Piled Up Formidable Record

East and west contributed the futile opposition to Sarnia's 1934 dominion football champions, the only local gridiron machine that ever scaled the heights in the many years this border city has aspired for the main spot in the football sun.

Triumphant March
From the day in the early fall when the University of Western Ontario took its annual pre-season training by a 21-0 count in London, until the 20 to 12 thriller with the Regina Roughriders on the storied turf of the University of Toronto stadium, it was a triumphant march.

Three Ontario Rugby Football Union teams fell before the Sarnia juggernaut. Two Big Four clubs and one Intercollegiate Union team failed to stop the eastern Canada drive of the champions. Regina, with the strongest team that had ever come out of the west, went the way of all 1934 football teams in the dominion finals.

Scored 191 Points
Sarnia's scoring machine rolled over all opposition for a total of 191 points to the 44 counted against them. Three shutouts, the University of Western On-

tario, Balmy Beach and Montreal, studded the season's play.

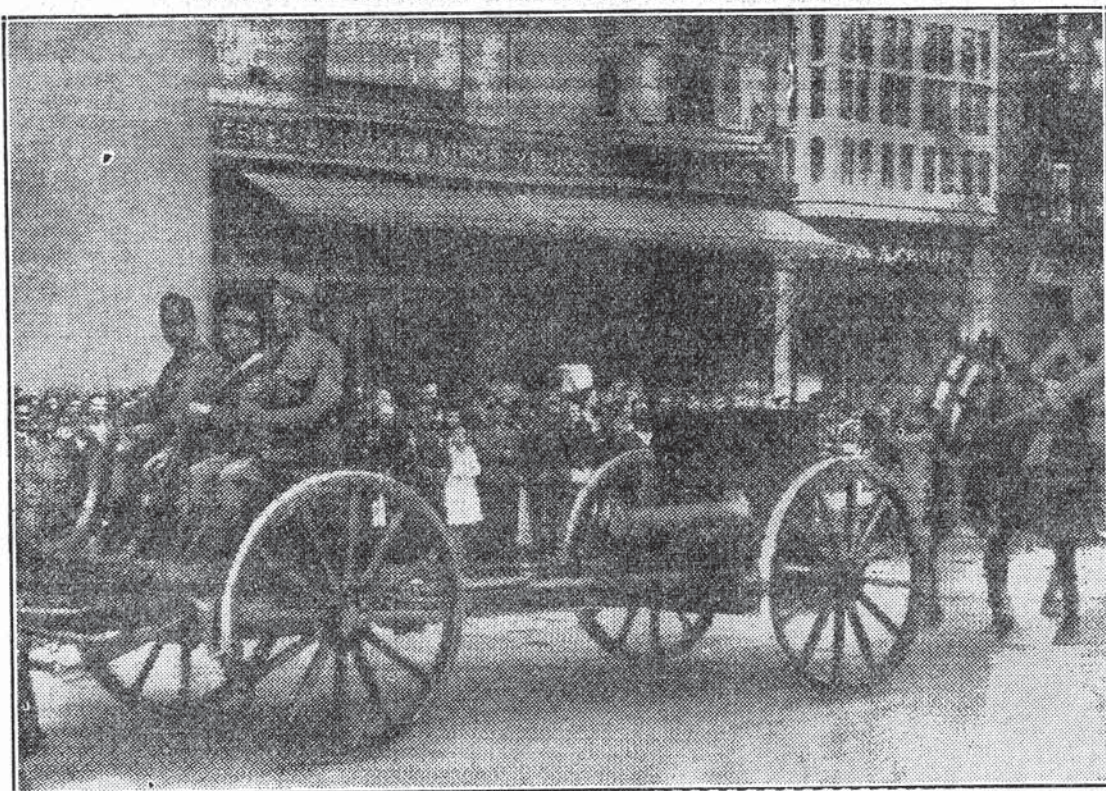
Four touchdowns were scored against the Imperials on their way to the title. St. Michael's College crossed the line twice at the Maple Leaf stadium in Toronto in an O.R.F.U. fixture and Regina counted two major scores in the dominion final at Varsity stadium. Sarnia crossed opposing goals 19 times during the year.

Highlights
Montreal held the champions to the lowest score of the season, a 2-0 affair played in a blinding rain storm at Molson stadium, Montreal. Two weeks later Hamilton Tiger Cubs were shellacked at the Athletic park 43-0. The highest and lowest scoring games of the 1934 season were shutouts.

Following is the 1934 scoring record of the unbeaten and untied Imperial champions:

Sarnia 21, Western Ontario 0.
Sarnia 2, Montreal 0.
Sarnia 10, Balmy Beach 3.
Sarnia 43, Hamilton Cubs 0.
Sarnia 19, St. Mike's 12.
Sarnia 19, St. Mike's 1.
Sarnia 29, Hamilton Cubs 9.
Sarnia 17, Balmy Beach 3.
Sarnia 11, Hamilton Tigers 4.
Sarnia 20, Regina 12.

REBEL ARTILLERY WHEELED TO WAR FRONT



Rolling through the streets of Burgos, rebel stronghold in northern Spain, this artillery unit is shown on its way to the front to take part in the advance on Madrid. The picture was transmitted to New York from London by radio. (Associated Press Photo).

OLD DAYS

(Continued From Page Three)

Sent to Canada
Lieutenant Vidal had been sent to Canada from England during the war. He had crossed the Atlantic Ocean on H.M.S. Nicke and on these raids the crew would plunder the village stores. The trouble became so obnoxious that the Canadians decided to stop it and stationed men and horses at various points along the shore to watch for the sloop and give the alarm when the ship made an appearance.

Capture Sloop
One story of the final showdown was told by an American who happened to be crossing the river from Marine City when he saw the marauding sloop sailing down the river close to the Canadian shore. He could also see a band of infuriated Canadians lying in ambush on the riverbank waiting for the sloop to draw alongside. When the ship came within firing range the Canadians took her by surprise, opened fire and succeeded in driving the sloop ashore and the American "patriots" scampered off into the nearby woods.

Fenian Raids
Mr. Gurd concluded his story telling of the situation at Sarnia during the time of the Fenian raids of 1870. The city was alive with troops brought here in preparation for what seemed to be an imminent outbreak of hostilities along the border. Sarnia prepared for a siege by building a palisade around Victoria park and stocking the enclosure with food, guns and ammunition. The danger was such that all locomotives in Sarnia of the Grand Trunk and the Great Western Railroad were kept fired up in readiness for a quick run to the interior in case of a border clash. Sentries were posted at intervals along the river bank down well into the Sarnia Indian reserve.

Mr. Gurd then repeated a story told him by an old-timer of this city who is now dead but who was one of the sentries installed to be on the lookout for the Fenians. The sentries had been ordered to fire their rifles to raise an alarm if the Fenians were observed crossing the river.

Sentry Frightened
One night an incident occurred that brought out the militia and eventually resulted in a court-martial. On this particular night the two sentries stationed at the south end of the Indian reserve were having a smoke and a chat when they heard a rather ominous rumbling sound. They immediately jumped to the conclusion that the Fenians had landed and were wheeling cannon into position, discharged their rifles and, so the story goes, frightened, took to the woods as fast as their legs would carry them.

Mooretown Dragoons
The sentry who told the story to Mr. Gurd said that he heard the rumbling sound about 10 o'clock. He thought of many horses' hoofs. He dived into a ditch, hid and from his vantage point could see a cavalry unit charging up the road on the gallop. As the dragoons drew closer he could see that it was none other than the damnable Mooretown dragoons, one of the most picturesque fighting units. It was purely a volunteer organization composed for the most part of farmers who brought their chargers and fighting equipment with them. It was an inspiring sight to see this loyal brigade, farmers seated on heavy Percherons, equipped with scythes and pitchforks, charging or plodding heavily into the night in answer to the alarm.

Only a Wagon
Later it developed that the cause of the alarm had not been the rumble of lumbering cannon but rather a farmer driving his hayrick over a deeply rutted road. A court-martial was ordered for the sentry who had given the alarm and who, in his haste to leave the vicinity, had unfortunately left his rifle behind—at least, so the story goes.

Referring briefly to the Sarnia Historical Society Mr. Gurd said it was making strenuous efforts to obtain documents of the early history of this district. The society already has some fine documents including the Jones diary of 40 volumes and Mr. Gurd requested any members of the club who have documents of historical value to contribute them to the society for keeping at the Sarnia public library. In conclusion he said the history of Lambton County had never been written and the field for research is open to any enthusiastic historian.

Visitors Welcomed
Before Mr. Gurd's speech, the club welcomed two guests, Fred Mechin of Montreal and William Bradley of Madison, N.J. It was also announced that the district assembly of the 23rd district of Rotary International would be held at Sarnia on August 5 and 6. President Dr. W. A. Hartley thanked the chairman of the attendance committee for his excellent work and Charles Grace spoke briefly on the forthcoming centennial celebration. Dr. Hartley introduced the speaker, Norman Gurd.

Strike of Toronto Auto Mechanics Is Called

Toronto, July 29.—(CP)—A strike called by the International Auto Mechanics' Union was in force here today following the breakdown of negotiations over a 70-cent-per-hour wage agreement.

Union officials said they had ordered 20 men to cease work at two Toronto motor sales and repair companies and indicated 500 workers may be out if discussion with other dealers which will take place today and tomorrow fail.

Rev. Gould Presides

Rev. J. M. Gould, of Parker Street United church, is to preside at the public religious service Sunday night. He will be assisted by a number of other ministers. Programs containing the order of the service have been printed and will be distributed by Boy Scouts. A public address system will carry the voices of the speakers to all parts of the park. Rev. Dr. R. R. McKay, retired pastor of Central Baptist church, will deliver the sermon and others who will participate are Rev. R. C. Brown and Rev. James Milroy.

Picnic Saturday
Perhaps the biggest event of the entire centennial program will be the joint picnic and athletic program at Canatara Park Saturday afternoon. It will be under the auspices of the Imperial Athletic Association and the centennial sports committee. In addition to the sporting events there will be three bands to entertain the gathering.

Athletics Monday
Monday will also be devoted largely to athletic and other sporting events. There will be automobile and bicycle races at the fair grounds in the afternoon and a baseball game at the Athletic park. The latter will be a semi-final game between the Sarnia Maple Leaf Juniors and the Chatham Crystals and will start at 3 o'clock.

In the evening there will be a monster tattoo at the Athletic park under the auspices of the Canadian Legion.

French Lawyer Paints Word Picture Of The Situation In Algiers

Gibraltar, July 29.—(AP)—Here is a word picture by a French lawyer, Ernest Raids, of Revolt-ravaged Algiers:

"Dead and wounded are lying in the streets. Authorities cannot get volunteers to take the victims to hospitals. I volunteered to drive a truck. I found many Communists, killed during a street battle, carried ammunition for their guns loose in their pockets."

International Fire Chiefs' Association Opened at Toronto

Toronto, July 29.—(CP)—The 64th annual conference of the International Fire Chiefs' Association opened Tuesday with an official welcome by acting Mayor W. D.

Robbins and the presidential address of chief Charles J. Brennan of San Francisco. More than 500 chiefs were in attendance.

Memorial service, conducted by Rev. H. J. Pritchard, was held for those who died in the line of duty, and the business program opened with lectures by Chief John Brennan of New York on mutual aid systems, and on handling the city-wide gas main explosions by Chief Joseph Sullivan of Utica, N.Y.

GOES TWICE AS FAR

BIRTHDAY
A drink with 40 birthdays to its credit

ORIGINAL PEPSI-COLA
FAMOUS FOR OVER 30 YEARS

5¢
12 ounces

PEPSI-COLA
REFRESHING HEALTHFUL

A TRUE 5¢ VALUE
Bottled By

Sarnia Soda Water Works
Phone 225

CIVILIANS JOIN FIGHT BEHIND BARRICADES

Civilians at Barcelona, where the autonomous government of Catalonia under President Luis Companys remained loyal to the Madrid government, entrenched themselves behind crude cobblestone bar-

ricades in anticipation of an attack by rebel forces. Several nations dispatched steamships to Barcelona to evacuate numbers of their citizens who wished to leave. (Associated Press Photo).

Magistrate
(Continued From Page Three)

Raided July 1st
Early on the morning of July 1 the officers, under Sergeant "Ted" Weeks of Windsor, swooped down on the still after it had hours and less than three gallons of alcohol manufactured. Maxwell, stoking the boiler, was placed under arrest and after a half hour wait Canuti entered the barn and into the hands of the officers. Sergeant Weeks arrested Annett, owner of the barn, shortly afterwards.

Early Tuesday afternoon Annett was fined \$350 and costs of \$39.50 after being convicted of allowing a complete still concealed on his farm. His conviction was registered by Magistrate C. S. Woodrow last Thursday afternoon following a trial which took more than three hours.

Lodged in Jail
On July 2 Canuti and Maxwell were lodged in the Lambton county jail and on July 9 entered pleas of not guilty and were remanded to July 14 for trial. Following technical evidence by Robert S. Krouse, of Detroit, investigator in charge of the United States Internal Revenue service, and Burton Johnston, Windsor, photographer, their trial was enlarged until July 22.

The enlargement was ordered by Magistrate Woodrow in order that a prosecutor be obtained for the case. He refused to allow Sergeant Weeks, who was conducting the prosecution, to be the complainant, prosecutor and star witness and then return to the prosecution of Maxwell and Canuti.

Canada Has Men
Before passing sentence yesterday afternoon, Magistrate Woodrow said that both Maxwell and Canuti were citizens of the United States and that both came to Canada with the intention of carrying on illegal operations in the manufacture of spirits.

"I have a suspicion that you were being chased over there and that you decided to try your hand in Canada. Whether it is that you people over there have the idea that you can get away with anything in Canada or that you think that we haven't anybody in this country to look after you, I don't know," Magistrate Woodrow remarked in his summary.

In passing sentence the magistrate levied the fine and jail term with an additional six months in jail in the event that the fine is not paid. "It will afford the big fellows an opportunity to show their mettle and give them a chance to come to your assistance and pay the fine," Magistrate Woodrow stated.

Still Was Working
Sergeant Ted Weeks was the first witness called by Prosecutor H. E. Fuller. He told of raiding the barn and finding Maxwell busy stoking the boiler of the still which was in operation.

"Was the still producing anything?" Mr. Fuller asked.
"Yes. There was a steady stream of spirit coming from a pipe," the witness replied.

"Who was in possession of the still on your arrival?"
"The party known as Jerry Maxwell."

Placed under arrest and duly warned, Maxwell was asked if he owned the still and he replied that he did not.

His Bread and Butter
"I then asked him what he was doing there and he replied that it was his bread and butter. He said that he had to work for his just the same as I did," the sergeant stated.

"When did you see Canuti first?" Mr. Fuller asked.
"Maxwell was arrested about 4:30 a.m. and then we remained concealed until about 5 a.m. when a car drove up and a man came out of it and opened the door into the barn. It was Renzo Canuti," the officer said.

Canuti was arrested and warned but would not answer questions put to him by the officers. He was searched and on him was found a registration for a car in the name of Renzo Canuti, which he later said to be his. The address on the card was 1535 North California avenue, Chicago.

"What car did he drive to the farm?" Ontario License
"It carried an Ontario license which we checked and found to be owned by Sam Miller, 4 London street, east, Windsor. We also found a paper on Canuti on which was written Lorenzo Canuti, c/o Irwin Yarrow, 3209 Webb avenue,

Detroit, Michigan. I have personal knowledge that this house is occupied by George Lewis, known as David Lewis. In his wallet was found a paper with the name of Mary Capatty, 2707 Arthur street, Chicago. Two sets of automobile keys which did not fit the car he was driving were also found on him," Sergeant Weeks said.

The David Lewis referred to was the man named by Stanley Annett during his trial last week as having entered into a contract with him to furnish gas and water to the barn so that he (Lewis) might carry on experiments.

Sergeant Weeks said that the officers waited at the barn as they expected more callers.

Cross Examination
"When were Canuti and Maxwell brought to the jail?" Logan Millman, counsel for the accused pair, asked in beginning his cross examination.

"Maxwell was arrested at 4:30 a.m. and Canuti at 5 a.m. Wednesday and were taken to the jail about 4 p.m. on Thursday," the officer replied.

"Was there any reason for keeping them that long?"
"Yes, sir. We were waiting for Lewis to appear."

"Did you say that you were not worrying about these two boys?"
"I might have told them that we would sooner have Lewis than them."

Contacted in February
When cross examined by Mr. Millman, Mr. Annett said that he had first been contacted by David Lewis and Irwin Rogers about renting the barn last February and that he had seen them from time to time until about two weeks before the still was raided. He said all business transactions had been carried out with these men.

Constable Basil Jones of the R.C.M.P. who assisted with the raid said that he had a conversation with Canuti while they were waiting in the barn after the seizure had been made. He said the Canuti told him "you can bet that nobody will come now as I was supposed to be back last night."

Constable Albert Cutts, also of the Windsor division of the R.C.M.P. and an officer taking part in the raid, corroborated the statements of the other officers regarding the seizure and said that Maxwell had told him that his home was in the barn.

Was Broke
Constable W. E. Needham, R.C.M.P. of Port Lambton, told the court that Canuti said that he "was a visitor in Canada and found himself broke and was approached by men about the job and he took it."

Constable Roy Windsor, owner of the Romeo machine shop, accompanied the mounted police to Chatham and identified the boiler found at the still as one he had seen in a junk yard in Windsor. He also said that the door of it had been repaired in his machine shop when it was brought there by Maxwell and Canuti. At a later date about June 1, Maxwell returned with the plate from the bottom of the boiler to have it repaired. On another occasion Maxwell and a truck driver brought a steam pump which was found at the still, to his place to be repaired. He said that the name of Yarrow had been given him in connection with allowing credit on the work which he had done as all of it had not been paid for.

The prosecution rested the case and Mr. Millman said that he would not call any defense witnesses nor put the accused pair in the witness box.

WELL HAS NEVER RUN DRY
Toronto, July 29.—(CP)—For more than 100 years the same covered well with a rope-drawn bucket has supplied pure water to the family of Archibald at New Scotland, King township, near Toronto, a family noted for longevity and good health. It has never known a pump and has never run dry.

NIGHT IN SARNIA
NIGHT IN SARNIA . . . pilori. When night wakes along the riverfront, The city is a garden of small pearls. Although the purring of the power plants ceases not, Though soft smoke through the long dark hours curls, And the music of soft footfalls passes long Through the great crucible at night, We have not marred the work of nature here, With all our pulsing, unchained power, and might.

—Joan David.

WALKER STORES, Limited

ALL OUR BETTER GRADE Summer Dresses

1/2 Price

Regular \$5.95	2.98
Regular \$6.95	3.48
Regular \$7.95	3.98
Regular \$9.95	4.98

Included in this wonderful assortment are Jacket Frocks in plain crepes, also pastel crepes striped pastel crepes, heavy striped rayon in smart new summer frocks, all at exactly HALF PRICE.

Sizes 14 to 44, also Half Sizes.

"LASTEX TOP" ANKLE SOCKS
19c Pair
All our 25c Ankle Socks with "Lastex" self supporting tops in plain shades of Sand, Red, Green, Buttercup, Sky, Pink and White. Sizes up to 8 1/2.

MADEIRA TYPE PILLOW CASES
89c Pair
Lovely hand embroidered Pillow Cases in a great variety of new 1936 designs. Priced low for our Annual Linen Sale.

TOTS ORGANDIE DRESSES
79c
Priced regularly at \$1.39 and made with dot or stripe, also colored fancy weave organdie, sizes up to 6 years.

PURE LINEN GUEST TOWELS
39c ea.
Chic looking towels in 4 color Printed Floral Designs, on natural color ground and with contrasting color, hem-stitched hems of green, blue, rose or gold. Guaranteed colors. Size 14" x 21"

SILK TO TOP Chiffon Hose
Irregulars
49c pair
We doubt if you will be able to tell why these lovely hose are classed as irregulars. They are sheer clear silk to top with picot edge and the colors include Sandbeige, Titian, Sundeck.

6'9" x 9' Axminster Rugs
\$14.95
An almost unheard of price for genuine "Barrmore" Axminster Rugs, tape ground with smart conventional designs

ENTIRE STOCK GIRLS' BETTER GRADE WASH DRESSES
1/2 PRICE
Regular \$2.95 \$1.48
Regular \$1.89 95c
Hampton Maid and Manhattan
Sizes 8 to 14X Second Floor

BOYS' PLAY SUITS
Regular 49c to 98c
39c
Choice of Khaki or Navy with red trimming. Short sleeves, long legs and a few long sleeves. Sizes 3 to 6 years
Basement

GIRLS' PRINT DRESSES
Regular \$1.00
69c
Hampton Maid print frocks in large dots and conventional designs. Many have white collars, 8 to 14 years.
Basement

GIRLS' PASTEL CREPE DRESSES
HALF PRICE
Regular \$2.95
\$1.48
Smart pastel crepes in light Blue, Copen Rust, Rose, light Green, and dark Printed Crepes, short sleeves.
7 to 12 Years

LINE OF
(Continued From Page Three.)

er the cairn from two trees and at the unveiling the flag will be raised and remain suspended over the cairn. Members of the city council and other bodies will be on the platform.

Rev. Gould Presides
Rev. J. M. Gould, of Parker Street United church, is to preside at the public religious service Sunday night. He will be assisted by a number of other ministers. Programs containing the order of the service have been printed and will be distributed by Boy Scouts. A public address system will carry the voices of the speakers to all parts of the park. Rev. Dr. R. R. McKay, retired pastor of Central Baptist church, will deliver the sermon and others who will participate are Rev. R. C. Brown and Rev. James Milroy.

Picnic Saturday
Perhaps the biggest event of the entire centennial program will be the joint picnic and athletic program at Canatara Park Saturday afternoon. It will be under the auspices of the Imperial Athletic Association and the centennial sports committee. In addition to the sporting events there will be three bands to entertain the gathering.

Athletics Monday
Monday will also be devoted largely to athletic and other sporting events. There will be automobile and bicycle races at the fair grounds in the afternoon and a baseball game at the Athletic park. The latter will be a semi-final game between the Sarnia Maple Leaf Juniors and the Chatham Crystals and will start at 3 o'clock.

In the evening there will be a monster tattoo at the Athletic park under the auspices of the Canadian Legion.

French Lawyer Paints Word Picture Of The Situation In Algiers

Gibraltar, July 29.—(AP)—Here is a word picture by a French lawyer, Ernest Raids, of Revolt-ravaged Algiers:

"Dead and wounded are lying in the streets. Authorities cannot get volunteers to take the victims to hospitals. I volunteered to drive a truck. I found many Communists, killed during a street battle, carried ammunition for their guns loose in their pockets."

International Fire Chiefs' Association Opened at Toronto

Toronto, July 29.—(CP)—The 64th annual conference of the International Fire Chiefs' Association opened Tuesday with an official welcome by acting Mayor W. D.

Robbins and the presidential address of chief Charles J. Brennan of San Francisco. More than 500 chiefs were in attendance.

Memorial service, conducted by Rev. H. J. Pritchard, was held for those who died in the line of duty, and the business program opened with lectures by Chief John Brennan of New York on mutual aid systems, and on handling the city-wide gas main explosions by Chief Joseph Sullivan of Utica, N.Y.

GOES TWICE AS FAR

BIRTHDAY
A drink with 40 birthdays to its credit

ORIGINAL PEPSI-COLA
FAMOUS FOR OVER 30 YEARS

5¢
12 ounces

PEPSI-COLA
REFRESHING HEALTHFUL

A TRUE 5¢ VALUE
Bottled By

Sarnia Soda Water Works
Phone 225



FOR THE YOUNG PEOPLE



She Talked Too Much

TH' TOP o' th' mornin' to you," said Mr. Grasshopper pleasantly as he bowed low before Miss Bumblebee, who was balancing herself on the limb of a small plant.

"Th' same to you—buzz-buzz—and many of them—buzz-zz-zz!" she replied in her best manner.

"You are looking fine!" he went on, rolling his eyes at her and spitting a great stream of tobacco juice clear over a daisy in front of him.

In Bugland, you know, it is quite proper for a grasshopper to spit, even in the presence of ladies—and the further he can spit, the more it is to his credit. Had it not been

"Besides," he added, "my second cousin, twice removed, was run over by an automobile the day before last and I've been all broken up over it. He was such a foolish fellow! If I've warned him once I've warned him a dozen times! You see, Miss Bumblebee, he thought it great sport to lie in wait on the road, and then, when an auto came along, to jump into it. He was crazy about riding in automobiles. Well, the other day his left hind-foot slipped and—in a second—he was a squashed grasshopper!"

"Oh, that's so—buzz-buzz—so sad!" sighed Miss Bumblebee, dropping a tear or two.

What? You've never heard of a bee-tear! Goodness me! Of course, bees have tears!

"I know—buzz-buzz—how you must feel Mr. Grasshopper, and I sympathize!" she continued.

Mr. Grasshopper was touched. "That's very kind of you and—er—a very sweet, if I may say so." And he thrilled with the thought of what a tender heart she had.

"I, too—buzz—have been having troubles," she continued. "Only the other day I had picked out the nice, shiny, bald head of a man riding along in an automobile—buzz-buzz—and was just about to light on him and sting him when he suddenly speeded up and—would you believe it?—I was enveloped—buzz-buzz—in a cloud of the most awful smelling smoke that came pouring out of the back of his machine—buzz-buzz! Oh, it was terrible!"

Mr. Grasshopper looked surprised.

"And about an hour later I saw a little girl walking along eating an apple! I swooped down on her—buzz-buzz—and she screamed and dropped the apple. But goodness me—buzz-buzz—I didn't want any of her old apple. I wanted a bite along nicely, and by this time next week they should be just right—so I've been sort of saving up my appetite."



"You Are Looking Fine!" He Went On, Rolling His Eyes At Her.

polite, you may be sure Mr. Grasshopper would not have done so, for he had long been casting admiring glances at her.

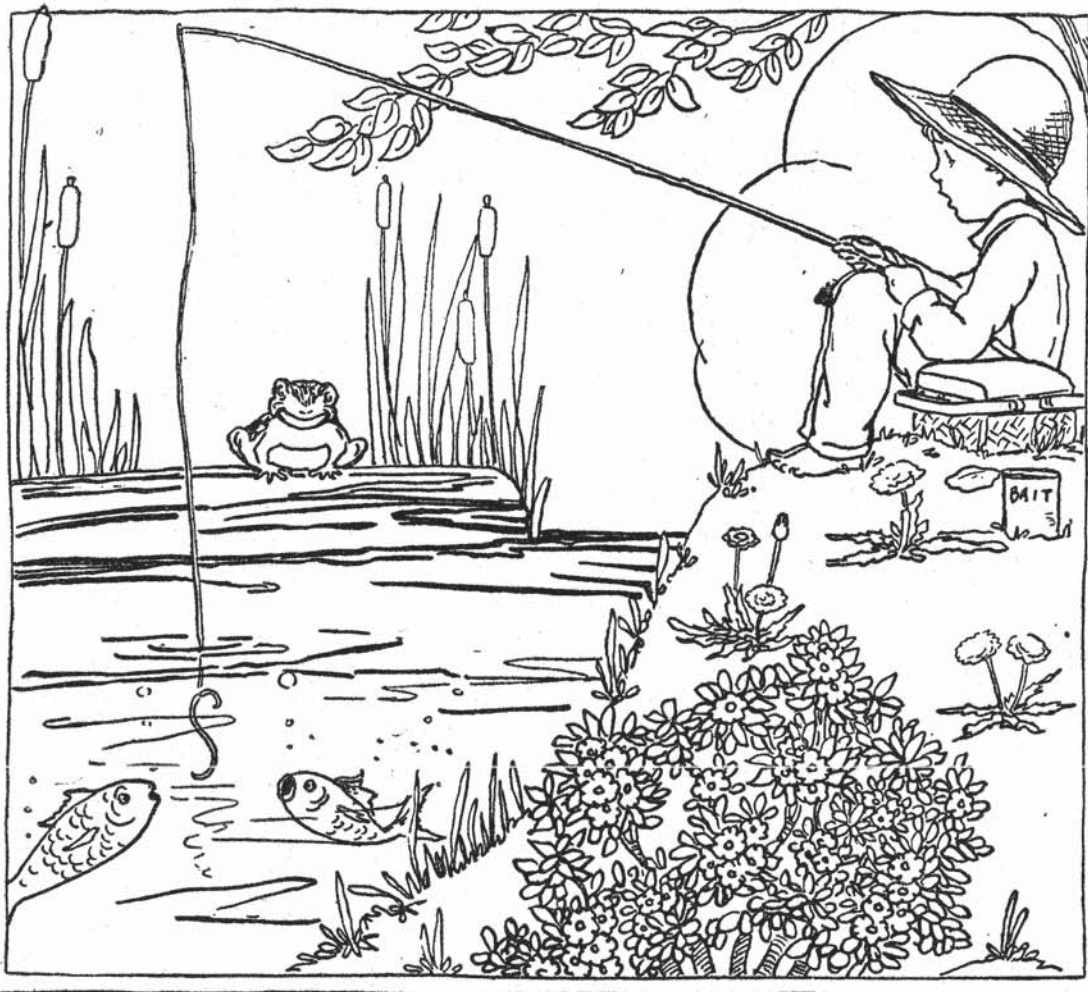
"Oh—buzz-buzz—you flatter me!" cooed Miss Bumblebee, at least as nearly as it is possible for a bee to coo.

"Have you been busy lately, Mr. Grasshopper?" she inquired.

He spat again and took thought before he spoke. "No," he answered presently. "I can't say that I have. Farmer Green's crops are getting along nicely, and by this time next week they should be just right—so I've been sort of saving up my appetite."

Mr. Grasshopper gasped, for

A FISHERMAN



(To be colored with paints or crayons. Whenever you come to a word spelled in CAPITAL letters use that color)

T WAS a bright summer day and the sky was very BLUE indeed with big fluffy white clouds sailing about. Little BROWN-haired Teddy took his large YELLOW straw hat and dressed in his BLUE overalls and PINK (use RED lightly) shirt went fishing.

"I know a place!" said he: "Where there are big BLUE fish with PINK fins and YELLOW eyes and tails! Where there is a big BROWN log sitting in a BLUE-GREEN stream—and a GREEN-backed bull frog with YELLOW legs and stomach! The frog has a

large RED mouth too!" So little BROWN-haired Teddy took his long YELLOW fishing rod and his RED bait can and a big PURPLE fish basket with GREEN handles and went off into the woods, by the little stream. There were tall GREEN rushes by the stream. The rushes had BROWN cat-tails sticking on long GREEN stems.

Teddy took a wiggly angle worm. It was very RED and quite long, and he fastened it on his hook and threw the line way out into the stream. Then he waited, sitting on the GREEN bank by the water's edge. There were YELLOW dandelions growing in the grass and a bush of pretty PINK woodland flowers. The bush had very dark GREEN leaves (to make the GREEN dark, mix a bit of PURPLE with it). The branches of the

little bush were BROWN. Teddy often picked large bunches of the flowers for his mother.

Teddy has PINK cheeks and his feet and hands are light BROWN from playing in the sun.

The tree over Teddy has GREEN leaves.

The border of this picture can be light GREEN and the lettering a bright BLUE.

READY-BOILED EGGS

Little Jimmy was seen by his mother pouring boiling water into the chickens watering trough, and called out to him, "What are you doing that for, Jimmy?"

"I'm goin' ter save you the trouble o' bollin' eggs for breakfasts, Mamma," replied the urchin. "If the hens drink bollin' water, they'll lay boiled eggs."

Visiting Grandmother

W AS there ever a grandmother who wasn't simply adorable and who didn't just spoil one and do everything possible all the while to make one have a good time? Somehow, all grandmothers are like that. And especially little Frank's.

Every now and then his Mother would let him visit her for several days at a time; and nearly always before he had been back home so much as a single day, Mother would exclaim:

"Goodness me, Frank! There's simply no living with you after you've been visiting your Grandmother—she spoils you for weeks and weeks afterwards!"

But Frank did not think so. Indeed no! He thought Grandmother was just the very best and dearest of all grandmothers in the world. Not because she "spoiled" him—oh, dear, no!—but it was kind of nice to know that all he had to do was to suggest something and straightway Grandma would hasten to get it for him.

And there were so many, many strange and delightful things he could do when visiting her. Not that they were wildly exciting or particularly venturesome. But they were things he could never have done at home.

First of all, Grandma always permitted him to make molasses taffy. Now just why Frank should have found that sticky process an extreme pleasure, not even he himself could explain. But it was. Grandma would draw up her chair by the kitchen window and knit while Frank got out the pots and pans and the sugar and the molasses and just messed everything up, as Grandma expressed it, to his heart's content. And always, no matter if the taffy was so burned that you couldn't even taste the molasses, Grandma would declare it the best she had ever eaten.

Another thing which little Frank loved to do—yes, he was a peculiar little chap—was to iron. Grandma would set up the ironing board on the backs of two chairs, then place another chair for him to stand on, see that his iron was hot and the old shirt sprinkled just as it should be—and then stand by while he ironed away for dear life.

But the greatest fun at Grandma's was when the Rag-man would come up the alley calling out "Any rags—rags—ole rags today?"

"Hurry, Frank," Grandmother would say, "hurry to the back gate and stop him before he gets past. We've a lot of rags to sell—I've been saving them ever since your last

visit."

And Frank would go scurrying down the walk and fling open the back gate. Presently the Rag-man would come along with his big, mysterious bags in which he carried his rags and old paper and Frank would rush back to Grandmother who, in the meantime had taken the rag-bag down from its nail behind the door to the garret.

Then, lugging it proudly upon his back, just as the Rag-man always carried his bags, Frank would return to the back gate and the sale would begin. And how anxiously he and Grandmother would stand by and watch as the old Rag-man emptied the rags into his own bag and then weighed them on his little hand scale with its long sharp hook. Sometimes he would pay as much

brought nine, ten and eleven cents.

There was something wrong. Frank stepped up close to get a better look at the scales and to see for himself how much the rags weighed. In doing so he accidentally jostled the Rag-man to such an extent that that grimy individual all but lost his balance. And when he straightened up the scales registered three pounds more than they had at first.

The Rag-man quickly lowered the bag so that its bottom rested upon the ground.

"Now you all watch this time when I weighs them," he said. "Deed I wouldn't cheat you, not for nothin'!"

Then, slowly, he raised the bag so that it swung clear of the ground—and the scales registered exactly



"Grandmother Look, He's Holding The Bag With His Foot!"

as ten whole cents for them—it requires an awful lot of rags, you know, to bring ten cents from a rag-man.

Once—indeed, it was on his last visit to Grandmother—Frank discovered something about very, very that at first made him very, very angry and later, when Grandmother had praised him for being a very smart little boy, made him feel quite proud of himself.

On this particular occasion Grandmother's rag-bag had been stuffed to overflowing—fuller, in fact, than Frank had ever seen it before. And yet, after the Rag-man had emptied its contents into his small bag and had hung it on his scales, he announced that it amounted to only twelve cents.

Grandmother was amazed, and so was Frank. Why, any number of times in the past the bag had been not nearly so full and yet had

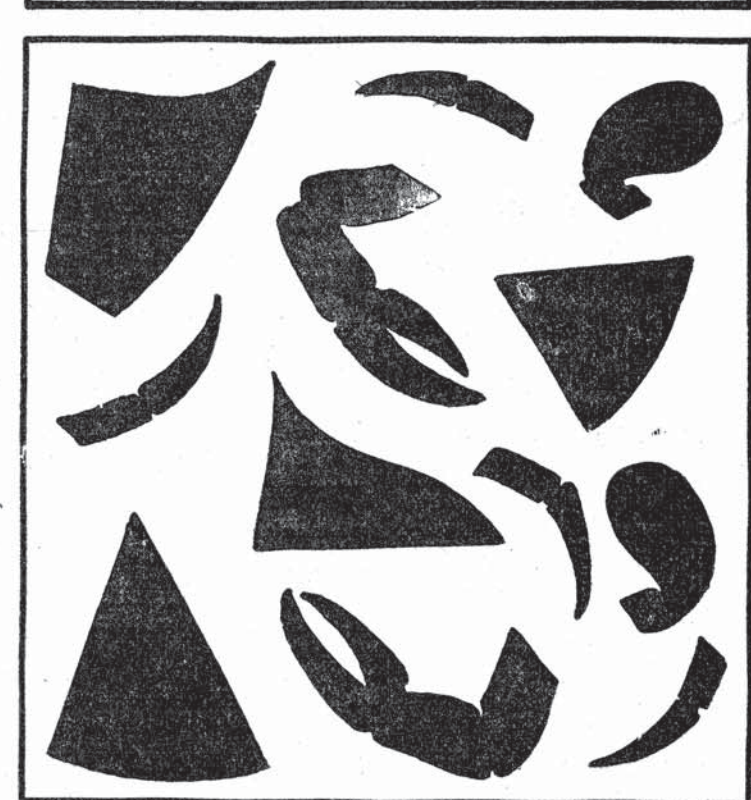
what they had at first.

But Frank's eyes were sharp. "Yes, you old cheat," he cried, "but take your foot from under the bag! Grandmother, look, he's holding up the bag with his foot—so it won't weigh so much! Look! He's cheating us!"

Of course the Rag-man instantly disavowed any intent of perpetrating such a mean trick and insisted that his foot must have just slipped there by accident. All the same, when he held the scales and bag at arm's length so that it swung clear of his body entirely, the scales showed that the rags weighed enough to be worth sixteen cents.

Then, indeed, did Frank and Grandmother have a grand celebration. They bought candy, and cake and goodness knows what at the corner grocery store—and, you may be sure, they never again sold rags to that Rag-man.

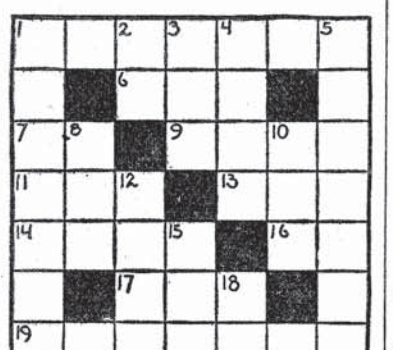
Puzzle Corner



A CREATURE OF THE SEA

Cut out the black pieces and see if you can put them together to form an inhabitant of the sea.

JUNIOR CROSS-WORD PUZZLE



HORIZONTAL
1-To fit for a 1-Grade particular place 2-Part of verb 6-Deface 7-Because 9-Content with 11-Youth 13-Nothing 14-Image 16-Suffix to form 15-Etruscan god past tense 18-A weight measure (abbr.)
VERTICAL
3-Milk (Lat.) 4-A metal 5-Produced 8-Sorrowful 10-A pastry 12-Girl's name 17-A rodent 19-Wished for

ZIGZAG PUZZLE

This zigzag puzzle contains nine words of five letters each. If the words are rightly guessed and written one below another, their zigzag letters, beginning with the upper left hand letter and ending with the lower left hand letter, will spell

something we all should be.

1. A state of quiet.
2. Small pastries.
3. Doomed.
4. A sprite.
5. Island near Naples.
6. To tint.
7. Father (Latin).
8. Ignited.
9. Enumerate.

WHAT AM I

Upon creating noise I'm bent, I never go to bed. Although I'm dumb I'm eloquent—When hit upon the head. I'm listened to with ecstasy By boys who bid me come; I madly roll and roll in glee—I make their nursery hum.

ENJOYED BY ALL

My first is in Vermont, but not in Rhode Island.
My second is in Rhode Island, but not in Connecticut.
My third is in Connecticut, but not in Pennsylvania.
My fourth is in Pennsylvania, but not in Kentucky.
My fifth is in Kentucky, but not in Mississippi.
My sixth is in Mississippi, but not in Montana.
My seventh is in Montana, but not in Maine.
My eighth is in Maine, but not in Georgia.
My whole is enjoyed by all.



LEMONADE FOR THE PICNIC

Wash lemons.
Cut in halves.
Squeeze juice, using a squeezer.
For the juice of each lemon, add 1 level tablespoonful of sugar.
Let stand for an hour if possible.
Add 1 quart of water for every three lemons.
Ice and serve when cold.
One quart will serve four glasses very full or six or seven little punch cups.

With this recipe it is easy to figure just how many lemons and how much sugar you will need for your picnic.
Some may like it sweeter, but this is a good average.

We're Off

HURRAH! We're off to the country.
To have a week of fun,
We're going to ride upon the hay
And in the meadows run.

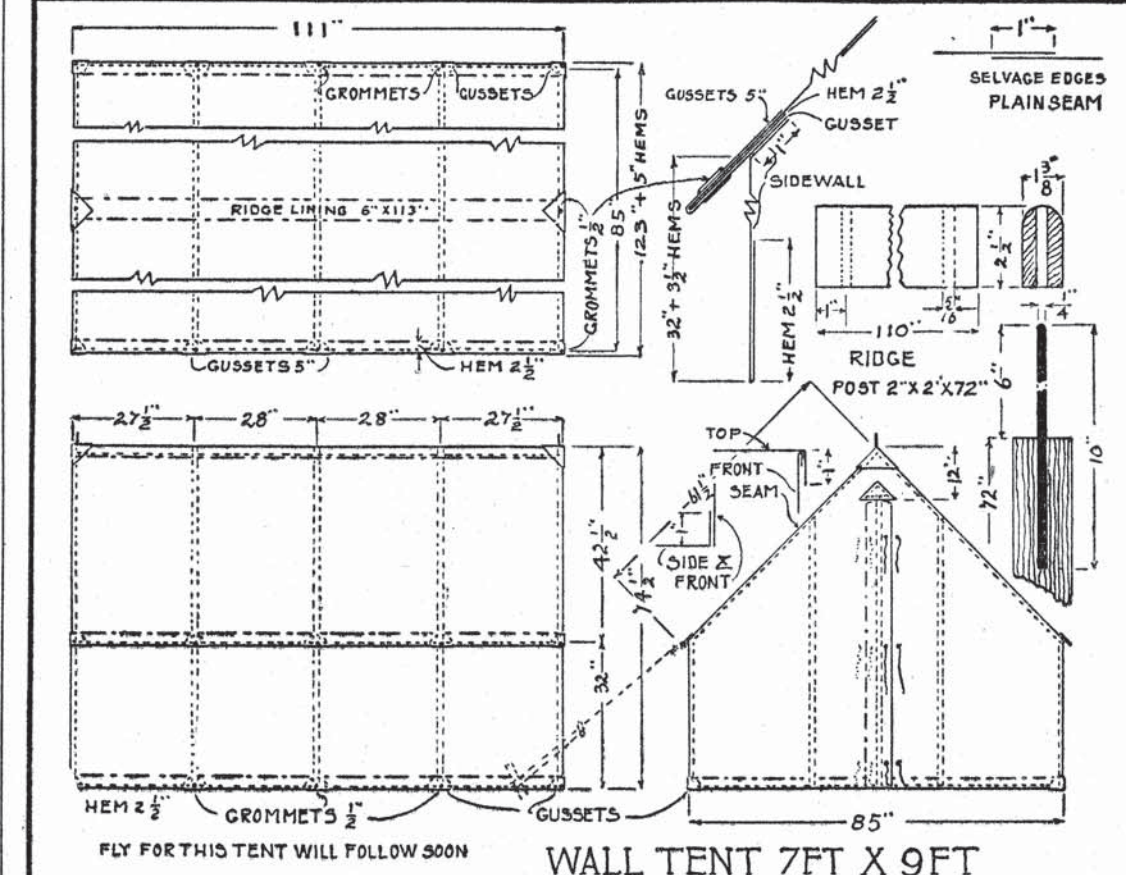
Hurrah! for the brooks to wade in,
Where weeping willows bend,
And the cookies that Grandma gives us
From a store that knows no end.

Hurrah! for the jolly egg hunts,
And stunts we pull in the barn,
Where the six fat grunting piglets
Hide safe from noise and harm.

Hurrah! We're off to the country,
For a happy week of play—
Oh, we wish the week would last
Forever and a day.

The HANDY BOY AT HOME

BY CHARLES A. KING,
STATE NORMAL SCHOOL, PLYMOUTH, N.H.



FLY FOR THIS TENT WILL FOLLOW SOON

WALL TENT 7 FT X 9 FT

FOR a lawn, or to be taken along on a camping trip by a couple of boys, this tent will be large enough and will not be too heavy. It may be made of 8 oz. drilling 29" wide, either white or khaki. The lengths listed are practically exact and allowance must be made for working. The lengths will allow 1/2" for turning raw edges under and for selvage edges to be placed and sewed through and through with a plain seam on a machine, or felled by hand which will hold the edges firmly down. Use as strong cotton thread or string as can be managed.

For the roof we shall need four strips 120", or 1 1/2 yards; for side walls, eight strips 36 1/2", or 8 1/9 yards; for the end two strips 80" or 4 1/2 yards and two strips 108" or 5 2/3 yards. Also one strip for door flaps, gussets, and a lapped ridge lining, 2 1/2 yards; 35 1/9 yards, exact measurements. As suggested above an inch or more should be allowed on each strip for working, say one-half or two-thirds of a yard in all. This will permit making up and trimming each assembled piece accurately.

After the roof has been finished, sew the ridge lining in place. The finished roof includes hems and gussets as shown. The latter must be strongly sewed for they must resist many strong winds. Overstitch or buttonhole stitch 1/2" grommets or eyelets in place or set them with a stamp and die if they are available. The corner gussets and grommets may be placed after the tent is assembled. Make the side walls with 1/2" turned under at both hems. Sew to the eaves hems as shown. Place gussets and grommets in the bottom edge.

The back end may be plain but for ventilation and convenience a door in both ends is well worth while. The door flap, made 5" wide with the selvage for the loose edge, may be sewn with a plain seam. This means that the middle breath must be cut as shown and the 5" flaps sewed to each cut edge, one inside and one outside, each to be fastened as suggested with strings or heavy tape. Place strong gussets at the peak of each end of the tent and at the top of the door.

The ridge pole and posts may be of spruce, pine or fir, the former being best for strength and lightness. The 1/4" pin may be set 4" into the post and project 6" above which will allow a fly to be used if placed upon another ridge which will project to allow a porch the size of the tent. This will be described later. If no fly is to be used the pin may project 3 1/2" above the top of the post. A larger tent may be built by the methods described.

Musical Insects

THERE is music everywhere, for Mother Nature seems fond of melody and vibrations. Even the insects sing and play upon little musical instruments. Take the long horned grasshopper, for instance. He has two sets of wings, the outer ones used for flying and the under ones used for a fiddle and bow. Near the base of the inner wings is fastened a set of strong veins. Mr. Horned Grasshopper (who is the true katy-did) moves these wings in such a manner as to rub the veins on each wing together, and this process makes a funny, wiry sound. This is known as the "grasshopper's fiddling."

Even the common, green grasshopper, that we see in the yard and about the garden in the spring and summer, is a musician of some importance. His fiddle is attached to one wing and one hind leg is used as a bow. On this particular leg grows a line of tiny beadlike lumps, from each of which grow a number of fine hairs. When the little fiddler draws his leg back and forth against his wings it makes very cheery music, indeed. But in vain does his little sister endeavor to play on her wings. She goes through the motion, but never makes a sound because her legs have not the line of tiny lumps and hairs. But evidently she does not know that she is not a fully-equipped musician, and is forever trying to make music as her brother or father or son makes it.

The cricket is a very accomplished "fiddler," also. He might be called the bandmaster, so loud and shrill is his note. He plays one tune by day and another one by night, thus having two programmes, as one might say. Sometimes his day tune is affected by the weather and he sings or plays his night tune if the clouds darken the sun and bring gloom.

The "seventeen-year locust," appearing in countless numbers this year, has two tiny drums fastened to his abdomen. These little re-sounding boards are fixed in place, firm and tight, and to each one is attached a strong muscle which

PUZZLE ANSWERS



ZIGZAG PUZZLE

PEACE
TARTS
FATED
FAIRY
CAPRI
COLOR
PATER
FIRED
COUNT
PATRIOTIC

QUALIFY

U M A R T I
A S C O P E
L A D N I L
I D O L E D
T R A T E E
Y E A R N E D

WHAT AM I

D R U M

ENJOYED BY ALL
V A C A T I O N

Work Commenced On New Famous Players Theatre

New Structure Will Be Last Word In Playhouse Construction

Famous Players Canadian Corporation Limited have started construction work on Sarnia's new Capitol Theatre, which, when completed, will be the most beautiful and modern theatre in Western Ontario. The new Capitol Theatre, together with the present Imperial Theatre, will bring to Sarnia theatre-goers Canada's finest en-



N. L. Nathanson, president of Famous Players, whose company is constructing the new Capitol theatre in Sarnia.

ertainment, selected from the best product of the world's leading studios.

Built in 1920
The Imperial Theatre, now under the direction of Harold Hitchinson, was built in 1920 and has been in operation ever since, bringing to Sarnia audiences the greatest screen attractions available.

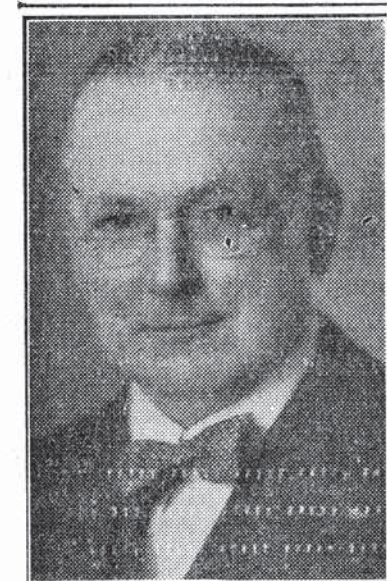
Famous Players Canadian Corporation Limited took over the operation of the theatre on December 20th, 1927, and the Imperial Theatre has been the home of the Famous Capitol Entertainment ever since.

The new Capitol will be the last word in modern theatre construction, and will seat 1200 patrons.

Newest Designs
This latest addition to the extensive group of Famous Players houses will be the newest in design and construction, and no expense has been spared to make it equal to the best metropolitan houses.

The owners, Famous Players Canadian Corporation Limited, have entrusted the design of their new theatre to the firm of Kaplan and Sprachman, M.M.R.A.I.C. Architects of Toronto, specialists in theatre design.

The Capitol will be a one floor house. All public rooms will be conveniently arranged on the first floor. A special feature of the Capitol will be a spacious foyer with accommodation for 100 "standees" who can see the screen through a plate glass window. "Standees" may clearly hear the sound from their own monitor horns concealed



C. Robson, Eastern Division Supervisor for Famous Players, under whose direction the new Capitol theatre is being constructed.

theatre auditorium, foyer, ladies' and men's rest rooms, lobby, manager's office and two stores.

Modern Equipment
The most modern projection equipment will be installed and the building will be built of the finest fireproof material.

The first floor will contain the

**Social Credit Showing
In Manitoba Pleases
Premier Aberhart**

Edmonton, July 29.—(CP).—Satisfaction over the showing of the Social Credit forces in the Manitoba election was expressed by Premier Aberhart.

"It would seem at this stage," he said, "that the people of Manitoba are becoming interested in the progressive movement represented by Social Credit."

"There was no real attempt made to elect a Social Credit government," said the premier.

The Manitoba Social Credit League named 20 candidates for seats in the legislature.

The second floor will contain, projection room and office suites. There will also be 1200 square feet of well lighted rentable office space with stair direct to street. The entire building will be air conditioned with special attention given to cooling.

New Ideas

When the architects, Kaplan and Sprachman, designed the Capitol auditorium they discarded all traditional or preconceived ideas how a theatre should look. They concentrated on the required functions of the modern theatre; sight, hearing, lighting, speedy movement of heated or cooled air, easy circulation and egress, and last but not least—beauty. The beauty of the Capitol auditorium will be a simple and colorful beauty which will be part and parcel of the functional factors involved. Sarnia theatre-goers will be proud of their first modern auditorium.

The facade of the building will



Harold R. Hitchinson, local theatre manager, the Famous Players Corporation.

be in brick and colored structural glass. The central part of the building will be illuminated by flood lighting concealed behind a metal hood on the parapet.

The sign and marquee will be bright and colorful in the modern manner, the marquee having a brightly illuminated soffit in opal glass and Neon tubing.

Luxurious Seating
The newest and most luxurious in theatre seating will feature the Capitol.

The automatically controlled air-conditioning equipment will assure the utmost in comfort at all times



J. J. Fitzgibbons, director of theatre operations for Famous Players Canadian Corporation.

regardless of outside temperature. A complete and carefully engineered duct system will assure uniformly correct temperatures in every portion of the building.

"Wide-range" sound and careful distribution of acoustical correctives will assure faithful reproduction of music and voice in all portions of the auditorium.

**Jacob Sark Is Again
Elected Chief of Lennox
Island Indian Tribe**

Lennox Island, P.E.I., July 29.—(CP).—Jacob Sark, scion of Mic Mac chieftains who peopled Lennox Island when Prince Edward Island was known only under the Indian name "Abegweit," remains as head man of his island tribe.

Sark was confirmed in his chieftainship in tribal elections but there will be another election when any faction among the Lennox island residents think they have a better chief than the present one.

After the election Sark, merely nodded, grunted a couple of times and moved off toward his cabin. He did not deem it necessary to thank the loyal followers who gave him 27 votes against 18 for his only opponent, Dan Mitchell.

Nineteen eligible voters failed to cast ballots in the dominion's smallest electoral district. There was little or no fuss prior to the election, decided upon by mutual agreement of the island dwellers.

The RED & WHITE



You Who Know Quality, Look At These Values!
You'll agree that every single item speaks for itself... quality, brand and price. The very foods you'll want to stock up on for the long holiday weekend. A great selection of fresh fruits, vegetables, canned goods and staple groceries awaits you at the Red and White Stores and at prices that are right.

Spend Shopping Time at
Red & White Stores

WE ASSURE PROMPT
DELIVERY SERVICE

**GOLDEN SPRAY
CHEESE**
1/2 Lb.-Pkg.
2 pkgs 25c

**GOLD MEDAL
OLIVES**
18-oz. Queen or
11-oz. Stuffed
25c

**GOLD MEDAL
PEANUT BUTTER**
12-oz. Jar
15c

**SUPREME
Shortening 2 lbs. 25c**

**NICE GOLDEN RIPE
Bananas doz. 25c**

**SINGAPORE
Pineapple 2 cans 23c**

**WATER ICE
Wafers**
Special, Per
Pound
19c



**LOOK
GOLD MEDAL
PICKLES**
Small Bottle ... 10c
Large Bottle ... 25c
**FALCON
PICKLES 25c**

**1/2 LB. BOX
Marshmallows**
Toasting Fork Free
Special This Week
15c

**LOOK
ANY KIND
CORN
FLAKES**
3 Pkgs.
25c

CANADA DRY
Large 30-oz. Bottle Medium 12-oz. Bottle
20c 2 for 25c
(Plus Bottle Deposit)
Welch's Grape Juice ... 27c
Libby's Pineapple Juice ... 15c
Dixie Orange Juice ... 15c

**GOLD MEDAL
Health Salts**
2 Tins for 25c
**LIBBY'S
CATSUP 15c bottle**



Orange 32 oz. Jar
MARMALADE 25c
OVALTINE
Delicious, Hot or Cold
Small Medium Large
38c 58c 98c

**RED & WHITE BRAND
Baking Powder 25c**
Large 16 oz. Tins

**AYLMER BRAND PIE
BLUEBERRIES 10c**
12 oz.-Tins

P&G SOAP
5 bars 19c

**NEW
SULTANA
RAISINS**
2 lbs.
25c

**LIBBY'S
Pork & Beans**
Large Jumbo Can
2 tins 19c

**BULK
Soap Chips**
2 lbs.
17c

**LOOK
Quaker
PUFFED
RICE**
2 Pkgs.
19c

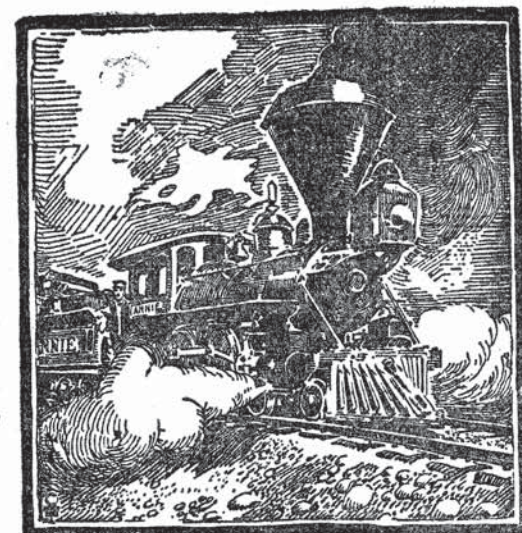
**LOOK
JERGEN'S
FLOATING
CARBOLIC
SOAP**
3 cakes
14c

**LOOK
SIFTO
SALT**
5c
pkg.

A Group Of Home Owned
and Operated

Stores

Serving You Better



The Red & White Stores form the largest single group of food stores in the world. They typify the enterprise shown by all those hardy, early settlers, who hewed their homes from the forests, braved the dangers of our great inland seas and built the first railroads across the land so that the people of all communities might enjoy the fruits of this fine country.

Today Red & White merchants of this City and District and their supply house, The National Grocers Limited, employ the most modern methods of food distributions in order to give efficient service to their customers.

**BETTER VALUES---WITHOUT
SACRIFICE OF QUALITY**

*Red & White Stores extend their
CONGRATULATIONS*

*to the
CITY OF SARNIA
on the occasion of its
100th BIRTHDAY*

And may the courage and optimism of the early settlers prevail with each one of us so that we may be continually striving forward Happiness, Prosperity and Peace.

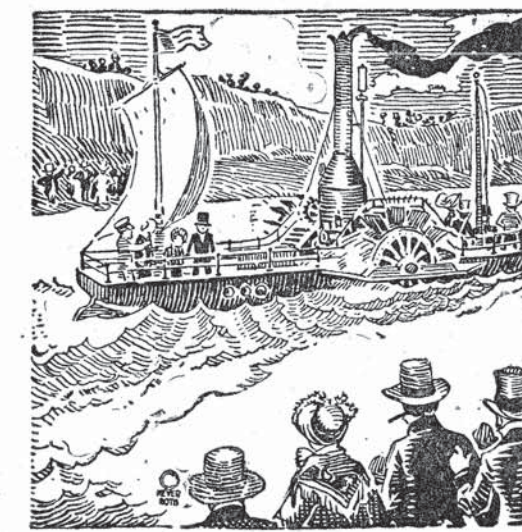
RED and WHITE HOME OWNERS ARE PART OF YOUR COMMUNITY

The Red & White Stores which are Home Owned and Home Operated by men whom you have known all your lives are part of a group of stores across Canada which was organized to meet a new order of business. The Red & White Stores, which are Canadian to the backbone, are the largest group of Home Owned and Home Operated stores in Canada. The Sarnia and Lambton County group listed in this special advertisement have been in existence for a period of 10 years. These stores have been operated to meet the times and are as up-to-date in their service, the quality of their goods and price, as the new motor car.

Each store is operated by its owner, an owner who has combined with other owners to buy greater quantities at more moderate costs for your benefit. Some of these stores were operated formerly as community stores. Each merchant appreciates the business that you, as a customer, have given to him. He appreciates your loyalty because you have enabled him to improve his store and service to meet present day demands.

You will find on talking to your Red & White Grocer—and there is one in your neighborhood—that he has a real stake in the community. He drives the same car as you. His kids go to the same school. His wife belongs to the same club as yours. All in all you will find him to be a reputable and dependable citizen ready to take part in any worthwhile enterprise for the city's welfare.

Centennial means much to Red & White Store owners because many of them have watched Sarnia grow for years. The progress of their stores and the city is inter-linked. For that reason, each store keeper extends a personal message to each citizen on this memorable occasion. Sarnia has still plenty of good Pioneer stock and wide-awake citizenry. These facts assure continued progress.



THERE IS A RED & WHITE STORE IN YOUR NEIGHBORHOOD

- | | |
|---|--|
| W. J. BOYD
Phone 97 | CATHCART'S
Courtright |
| H. F. COE
Phone 112 | HARGROVE
& DOAN
Sombr |
| JAS. GAREN
Phone 129 | ROY CLAU
Port Lambton |
| J. C. WINTER
Phone 2600 | LES. MATTHEWS
Wallaceburg |
| F. R. STOVER
Phone 424 | JACKSON BROS.
Rutherford |
| J. T. KENNEDY
Phone 412 | DUNN BROS.
Mandamin |
| G. A. JAMIESON
Phone 332 | E. RIDLEY
Aberarder |
| V. C. HUNTLEY
Phone 94 | H. J. PARNELL
Wyoming |
| JAS. FRASER (Est.)
Phone 186 | L. L. RICHARDSON
Thedford |
| F. FULKERSON
Phone 673 | FULLER BROS.
Arkona |
| R. B. JAMES
Phone 2526 | E. L. McLEAN
Alvinston |
| G. P. LUCAS
Phone 639 | J. BISHOP & SON
Petrolia |
| J. F. STRANGWAY
Phone 860W
Point Edward | G. H. THOMPSON
JAS. PIERCE
Oil Springs |
| W. J. COOKE
Phone 2590W
Point Edward | ALEX. BROWN
Oakdale |
| MORRIS & CATHCART
Corunna | R. J. McCAUSLAN
Eddy's Mills |
| | BLACKWELL'S
Copleston |
| | W. T. JOHNSTON
Whitebread |



The STEEL DUTCHMAN

CHAPTER XXIV—Continued

If those sensitive islands of metal and electricity, yeelped the modern warship, have souls, then those souls quaked with superstitious dread in that instant. The gunnery officers of the Herucol must have thought themselves bewitched—hoodoo-ed. Their squares and calculations and trigonometrical lore went for naught. Those tons of metal and explosive which had cost the British taxpayer all of a thousand pounds, plunged harmlessly into water—far beyond the Fliegende Schaum, when, by all the laws of ballistics and mathematics, they should have split the pirate from stem to stern at a blow.

Then the simple yet overwhelming truth was ascertained. Immediately the spurt of flames betrayed that the Herucol had fired (even before the mighty concussion of the exploding guns could be heard the pirate speeded by her course. The shells had been intended to hit her as she attained a certain point on her passage which, with allowance for the time taken for the flight of the projectiles, a matter of a few seconds, she should have attained, had she travelled as she was travelling when the naval guns were fired.

But no, in the flash that made the discharging contact from the firing controls to the turrets, the pirate with equal ease, accelerated her speed by fully twenty knots. Hence, when the shells rushed across to the space, she should have occupied, had her rate of knots been constant, she simply wasn't there at all . . . but five to six hundred yards ahead of the plotted position of doom.

Of course it was a supreme victory for the element of surprise. Although the naval commanders had been told of the pirate's stupifying turn of speed, yet they could not have let it enter their calculations that the Fliegende Schaum could step out another thirty miles an hour at one swift acceleration, exactly as a racing can do from a standing start. At the precise moment that the Herucol's missiles crossed her wake, she was doing all of fifty knots—a speed hitherto impossible, except to racing hydroplanes.

And, another thing; up to the me of the discharge of Herucol's eight and six-inch broadsides the avenging squadron had been in complete touch by wireless, one with the other, and with the Admiralty in London. Now, on this incredible surge forward of the Fliegende Schaum, all wireless communications ceased as though it had never been . . . Frenziedly, one ship after another got into touch by semaphore. But the damage was done; the pirate had a clear field.

In a streaming line the battleships pursued her, doing the level best to converge on her by destroyer speed, while the slightly less swift cruisers bombarded her as they chased.

But she set herself to twisting and turning, then to lagging back at something which was snail's speed compared to with what she was capable of doing . . . and at last she fought back. While she had bewildered, her cunning master, Van Klaus, had been planning a new surprise for his foes.

During one of her laggard periods, the Fliegende Schaum allowed Herucol to draw dangerously close—then four long cigar shapes were launched from her decks at the battle cruiser.

Immediately, every ship of the squadron entered on torpedo evasion tactics. Herucol whipped into a veritable adder line of a course . . . and, according to the rules of the game, according to the accepted knowledge of torpedo potentiality, all those missiles should have swept past her armoured flanks.

But they did not! Instead of that they twisted with each twist she made; where she went, there went the rushing casements of death. As though a goblin sat at the helm of each torpedo, they dodged Herucol. As a magnet attracting steel filings, her great grey body drew the deadly things toward her.

They struck her in the order they were launched. Not four wards separated one from its fellow. And they burst on the warding blisters of the giant vessel with a roar that made all previous gunfire sound tiny . . . and H.M.S. Herucol, a heavily armoured battle-cruiser of eighteen thousand tons, rocked and split and broke and began to sink—defeated by the pirate called the Steel Dutchman.

Then, while destroyers and the remaining cruisers rushed to save the Herucol's crew, the Fliegende Schaum raced for the horizon at the speed of a fast express train. In less than ten minutes she was lost to all knowing.

CHAPTER XXV THE BROOM SWEEPS AGAIN

The destroyer consorts of the doomed Herucol made no attempt to pursue the Fliegende Schaum. Apart from the desperate urgency of the situation, that demanded all efforts to be concentrated on saving as many of the battle cruiser's crew as was humanly possible, they had no orders.

Herucol had been the flagship of the squadron. And, ever since the peculiar failure of wireless transmission, Herucol had not spoken to them—by semaphore or flags—except to order, once, "concerted attack." After that her doom came. It was so swift and ruthless; so complete and devastating, that no signals were any longer possible. In ten minutes she lay awash . . . in another ten she was sliding like a great and dying whale, into the depths.

Luckily the armoured blisters of Herucol's hull had been fashioned not only out of toughest

Veterinary Service

The treatment of all animal diseases.

Special Facilities for the Care of

PETS

- CONSULTATION
- MEDICINAL
- SURGICAL
- and
- BIOLOGICAL TREATMENTS
- CLIPPING
- and
- PLUCKING
- BOARDING

When you take your vacation this summer leave your pet at our boarding kennel and you may be assured that it will have the proper care at all times

Phone 1218 Res. 612

Dr. O. S. Nordland

VETERINARY SURGEON

153 N. Victoria St.

NEW MATERIAL IN SARNIA'S BUSES

Passengers in the Cities Bus Services new de luxe parlor coach are to enjoy undreamed of comfort in the seats and head rests, all of which are upholstered with a new and wonderfully luxurious material called "Dunlopillo" cushioning.

"Dunlopillo" is the trade name for cellular latex cushioning material manufactured directly from the pure white milk of the rubber tree, exclusively in Canada, under license, by the Dunlop Tire and Rubber Goods Co., Limited.

Used in World Famous Theatre

In England where "Dunlopillo" cushioning originated, a great number of theatres and picture houses are equipped with it. The world famous Shakespeare Memorial theatre is an outstanding example. Very recently several Canadian theatres have likewise been fitted with this new material.

In providing its patrons with what is acknowledged to be the very highest standard of seating comfort, the Cities Bus Services Limited is to be warmly congratulated.

ADVANCE PATROL LEAVES MONTREAL

Missionary Leaves in Plane for the Arctic Region

Montreal, July 29.—(CP).—The advance patrol of the Miva missionary organization, founded by German's flying priest, Rev. Paul Schulte, left Tuesday by airplane for Edmonton.

Aboard the plane were Pilot Pat Howard of Toronto; Father Beauchamp of the Oblate order, and Rolf H. Carl, photographer. They will be followed in about two weeks by Rev. Schulte, who will pilot another plane.

The planes will be taken into the Arctic region to aid in missionary work in the far north. It is the first time the Miva has supplied planes for Northern Canada.

Purpose of the Miva is to provide aerial transportation for Oblate missionaries in far-flung places of the world.

Father Beauchamp will be met at Edmonton by Mr. Breynt, bishop of the MacKenzie. They will await Rev. Schulte at Edmonton and proceed into the Arctic for organization of the planes' operations there.

Outbreak of Cholera Brought Calamity To Galt 102 Years Ago

Galt, Ont., July 29.—(CP).—Tuesday was the 102nd anniversary of the "greatest calamity" that ever visited Galt, an outbreak of cholera.

It was on Monday, July 28th 1834, that a menagerie of wild animals visited the then village. One of the showmen was ill and the village doctor found he had the Asiatic cholera. Old histories state that by the Friday one fifth of the population had died from the disease. The number was not stipulated. Death came quickly and the victims were buried as fast as possible.

Tiny Loaf of Bread Aids in Identification Of Drowning Victim

Quebec, July 29.—(CP).—A tiny loaf of bread, one of many thousands blessed and distributed in a traditional religious service here each year, helped in identification of a body recovered from the St. Lawrence River.

The body was identified by the finding of the bread as Gerard Giguere, 17-year-old son of an up-town Quebec resident. The father, who made the identification, said his son always carried one of the loaves.

Known as St. Genevieve loaves, the bread is believed by thousands as an omen of good fortune. Legend has it the bearer never lacks for food.

It is also believed that one of the loaves, thrown into the water after a drowning accident, always will float to a spot directly above where the body lies.

Sentencing Of Robert James Is Deferred

Los Angeles, July 29.—(AP).—Sentencing of Robert James, convicted of murder in the rattlesnake drowning death of his seventh wife, was deferred Tuesday until Sept. 8 on a defence motion for a new trial based on the claim of "newly-discovered evidence."

Charles Hope, the former sailor who pleaded guilty to murder and testified against James, was sentenced to life imprisonment.

MAYOR ESCORTS CARNIVAL QUEEN

Smiling Mayor G. G. McGeer and winsome Grace Kwan, Chinese carnival queen, are seen starting a tour of the \$1,000,000 exhibit of Chinese art housed in the village which Vancouver Chinese erected

PRESSEY TRUCKS TONS OF FREIGHT

Transport Company Paid Out \$17,827.11 in Wages in 1935

The Pressey Transport, one of the young organizations in this city, has made remarkable progress in its lifetime of eight years. This company, which started eight years ago with one truck, has grown to a fleet of 24 trucks, capable of carrying 65 tons of freight 400 miles a day. In 1935 the company's fleet of trucks moved 100,000 tons of freight and travelled 239,000 miles. The owner, T. E. Pressey, has built this business up in face of stiff competition.

The Pressey Transport means a great deal to Sarnia as \$17,827.11 was spent in wages last year. Steady employment was given to 16 men. Gasoline and oil expenditure amounted to \$13,793.80; tire expenditures \$4,839.50; repairs \$4,617.16.

The Pressey Transport has arranged a special display in the Centennial parade which will show the evolution of transport business. The feature of this display will be an ox team.

THREE MEN DIE IN U. S. FOREST FIRE

One Thousand Employed in Attempt to Halt Montana Blaze

Havre, Mont., July 29.—(AP).—One thousand men were thrown today into the 25-mile long battle line against a roaring forest fire which already had burned three men to death.

Trapped in a mountain cave near the Fort Belknap Indian reservation, Cameron Baker, 24, of Havre, and John Bowles, of Landusky, were engulfed in the swirling flames and perished.

Sawyer Reed Brockunier, of Lowell, Mass., died attempting to get out of the path of the fire that ate huge chunks out of the timber, unusually dry after days of 100-degree temperatures.

Baker and Brockunier were members of a United States geological survey crew.

PROPOSE TO SET UP DICTATORSHIP

Northern Commander Discloses Plans of Spanish Rebel Leaders

Burgos, Spain, July 29.—(AP).—Spanish rebel leaders contemplate a "strong military dictatorship," Gen. Emilio Mola, northern commander, said today.

"We will create a huge army equivalent to any in Europe," the tall, slightly stooped-shouldered officer declared.

"We must have a strong army, for we are determined in keep order in Spain and give the fatherland its rightful place in the sun."

General Mola refused to admit the possibility of defeat of the rebellion. He smiled confidently.

Valparaiso Man Dies Suddenly While Fishing In Northern Ontario

Sault Ste. Marie, Ont., July 29.—(CP).—Edward Joseph McHugh, 60, of Valparaiso, Ind., died suddenly while fishing at Basswood Lake, 60 miles east of here, after having landed a 25 pound lake trout.

McHugh was alone at the time and it is believed strain of landing the fish, added to excitement at the catch, brought on a heart attack.

Organized TO Serve

HEAD LAUNDRY COMPANY

111 STUART STREET

PHONE 1280

On this auspicious occasion, we wish to thank our many customers for their ever increasing patronage.

Determined TO Satisfy

NEAL BAKERY IS OLD SARNIA FIRM

Product of Local Concern Has Proven Popular

When considering Sarnia in retrospect, one cannot help but record the many years of service to its citizens which have been rendered by the Neal Baking Company Limited. Through many Sarnia winters and summers—frequently under the most trying weather conditions—Neal bread men have been at our beck and call.

Excellent Service

The people of Sarnia have always recognized the excellent service of the Neal Bakery and within the past few weeks we have published the information that extensive building operations are to be carried out at the company's plant, to take care of the constantly increasing business.

Mr. Duncan McGillivray, the local manager for the Neal Baking Company, is one of our energetic and prominent business men, and under his direction the sales of the company's bread and cake products have steadily climbed year after year.

The feature bread baked by the Neal company is "Wonder" bread and "Hostess" cake is the leading line in that particular department of the business. "Wonder" bread is available in the white sliced loaf, the "Wonder" Vites, the "sunshine vitamin-D" bread, in both white and brown. "Wonder" Kracked Wheat bread sales have jumped by leaps and bounds during the past couple of years, due to the excellent flavor, its nourishment and the fact that the combination of white-and-brown in a single loaf makes it appeal to all types of people, and to children as well as adults.

Hostess Cake

Hostess cake comes in many different varieties and is notable for the fact that only the very finest ingredients on the market are used. The quality and baking standards in both bread and cake departments are the very highest. It is not surprising that the Neal Baking Company has shared so bountifully in Sarnia's growth.

NEW FIRE ALARM SYSTEM

Toronto, July 29.—(CP).—Complete fire alarm systems, shaped like and about the size of small pianos, are displayed at the 64th annual conference of the International Association of Fire Chiefs now being held in Toronto. The system is especially suitable for small towns and suburbs where large, extended alarm systems are not possible.

BRITISH ENVOY TO MOVE TO ZARUS

Residence in San Sebastian, Spain, Considered Too Dangerous

London, July 29.—(CP-Havas).—Sir Henry Chilton, British ambassador to Spain, has informed the government that he will move with the embassy staff from San Sebastian to Zarus due to the grave dangers surrounding the Britons in San Sebastian. It was learned, Zarus is about 12 miles distant from San Sebastian.

A British warship will insure transportation of the official courier between San Sebastian and Zarus. It was said, the embassy's code books and other documents will be taken to Zarus.

The Pages

Of History Unfold a Romantic Story of the Growth and Progress of the City of Sarnia.

Proud as we are of past accomplishments—with a loyal citizenry and good civic administration, the future will exceed even past achievements and mean a greater and happier Sarnia.

We desire to express our joy in the fact that since 1926 we have shared in the progress and success of Sarnia.

To you who have favored us with your goodwill and patronage we extend our gratitude.

SAVAGE Greenhouses

PHONE 2210 CAPEL AT EXMOUTH

SAFER THAN EVER

with these tested and proved...

EXTRA SAFETY FEATURES

- New Extra Rider Strip
- 3 Extra Cord Plies Under the Tread
- Gum-Dipped Cords 58% Stronger
- Scientifically Designed Safety Tread

Firestone

HIGH SPEED TIRES Safest ever built

Sold By

Karns

PHONE 917

Tire Repair and Battery Service

Sporting Goods and Accessories

Keep Abreast Of The Times and Provide The UTMOST In Reliability, Experience and Efficiency

LOBLAWS

QUALITY PRICE CLEANLINESS

LOBLAW GROCETERIAS CO., LIMITED

Commercial Fishing Has Been Practiced Here For 90 Years

ONE OLD-TIMER MADE PICKEREL HAUL OF SIX AND A HALF TONS

Lambton county fishermen have been reaping harvests from Lake Huron and St. Clair River for more than 90 years. But today methods for trapping fish are much more efficient, cheaper and faster than those used even before the turn of the century.

Seine Nets

Fish were first caught in this district with small seine nets operated from the shore. Catches were small and fishermen were kept continually busy throughout the day. However, with the passing of the years these nets were increased in length until about fifty years ago they had reached from 1,000 to 1,500 feet in length. These longer seine nets were used only in the lake. One end of them was left on the shore and the net, loaded into a row boat, was pulled off from the stern. When the net had been all spent the boat was towed against the current for a short distance and then circled back to shore where the nets were hauled and the fish retrieved. From six to eight men were required to operate these large nets and as soon as one haul had been completed another was started.

Fishing an Art

In those days fishing was a real art as the majority of the catch was dressed and salted for shipment to the American cities. A man who was considered good at dressing could clean on the average of 20 herring a minute. Herring, pickerel and sturgeon were plentiful in the early days but the first two were the only ones sold in large quantities.

Sturgeon was considered valuable and thrown away or piled up on the shores for the Indians to use as fertilizer. The fish sold at 10 cents a load. A story is told of an oversupply of sturgeon being put on the land and the earth became so strong that nothing would grow on it for several years.

Pound Nets Come

Pound nets supplanted the seine in this section of the lake in 1855. These nets were placed in Lambton county at Hillsboro by fishermen from Lake Erie. They were J. Welsh, Peter La Fontaine, P. Duval, E. La Salle. These men introduced pound nets into this end of Lake Huron and the licenses were held by local residents, the names of whom are not known.

Pound nets were then introduced at Grand Bend in 1888 and brought to Sarnia Township in the year 1894 by C. C. Manore and J. Starr.

Local fishermen who took out licenses to fish with the new pound net were the Soles' boys, the Wilsons and others, some of whom are still in business. The Hillsboro fisheries which included Blue Point were taken over by the Gaille brothers from C. C. Manore some years ago and are still in operation. The C. C. Manore fisheries are still in operation at Grand Bend.

The pound nets were found to be much cheaper to operate as they required only two or three men to operate and they caught much larger quantities of fish. They are described by fishermen as being at work all of the time as it only takes a few minutes to empty them and put them back in the water.

One early fisherman has related the story of a huge catch of pickerel in a pound net. He was along with another fisherman went out one evening to raise the nets and in a single net they caught about six and a half tons of pickerel. It required all of the next day to bring the haul in to shore.

Still in Operation

These nets are still in operation along the shore of Lake Huron and although the catches have diminished many families gain their livelihood from this occupation. The majority of the fish caught locally are still shipped to American markets, mostly New York.

The Point Edward provincial fish hatchery was erected in 1905 after the plan of the first hatchery in the province which was erected in 1876 at Sandwich. Adam Laschinger was made superintendent of the hatchery and held that position until last summer when he was retired. He was followed by Milne Oaks, of Southampton, who is the present official in charge. He is the son of Joseph Oaks, who was formerly assistant manager under Mr. Laschinger at the Point Edward hatchery.

Millions Hatched

The annual output of the local hatchery runs about 100,000,000 pickerel and whitefish. The pickerel eggs are obtained from local fishermen during the spawning season while the whitefish eggs are shipped in from Lake Erie, Georgian Bay and the Bay of Quinte, according to the supplies on hand at these various fishing grounds. About two thirds of the output is pickerel and the remainder hatched are whitefish.

FILM INSTITUTE TO BE ORGANIZED

Object Is to Promote Interest in Educational and Cultural Films

Ottawa—(CP)—Canada is to have a Film Institute, as soon as the recommendations contained in "the report on educational and cultural films in Canada," published recently under a grant from the Carnegie Corporation by the National Film Society of Canada, can be carried out. Film institutes, such as those already existing in European countries, are national organizations established to promote interest in educational and cultural films.

The report, written by Donald W. Buchanan of Ottawa, has been signed by a large number of Canadian educationists and it contains a foreword by Lord Tweedsmuir, who, before he came to Canada as governor-general, was a member of the governing body of the British Film Institute. Lord Tweedsmuir is now honorary president of the National Film Society of Canada, and Sydney Smith, president of the University of Manitoba, is its president.

"The film," writes Lord Tweedsmuir, "is a potent instrument, not only for instruction in the narrower sense, but for the formation of opinion and the moulding of a nation's mind. If that is true, it behooves us to do what we can to see that it is developed along wise lines."

Functions Explained

The report urged early formation of a national film office, to be supported by affiliated branches, by educational institutions and by provincial departments of education. Its functions would be: first, to encourage the use of the film as a visual aid to instruction; second, to assist in the public appreciation of the film as a cultural instrument.

"Broadly, four main groups, using films, would be served directly by the national clearing house," says the report. "There would be provincial departments of education, the universities, and such private schools and colleges as might become affiliated to it; secondly, there would be adult education groups, such as those which are now affiliated to the Canadian Association for Adult Education; thirdly, there would be technical groups, such as research laboratories, medical associations, and also those various museums which are beginning to find that their biological, geological and anthropological exhibits can be satisfactorily illustrated by documentary and scientific films; fourthly, there would be those students of life and letters who are interested in the cultural aspects of the film, and from whom the membership of private film societies is already being recruited.

In this connection, the report declares: "The establishment of film societies can be recommended in cities where it is possible to obtain the support of at least 200 individuals. Local societies, besides showing artistic films before their own members, might also encourage the exhibition in regular theatres of outstanding entertainment films, and, where necessary, promote special exhibitions of entertainment and educational films for children. They would, of course, be expected to arrange lectures and discussions on the cinema for their members and also to assist their members in obtaining books and periodicals relating to the cinema."

Branches Established

The National Film Society already has branches in Ottawa, Montreal, Toronto and Vancouver. The report, which is 24 pages in length, is divided into three parts. The first is a survey of existing conditions in regard to educational and cultural films throughout the world and more especially in Canada. The second is a description of the production and distribution of educational films in Canada. The recommendations form the third section.

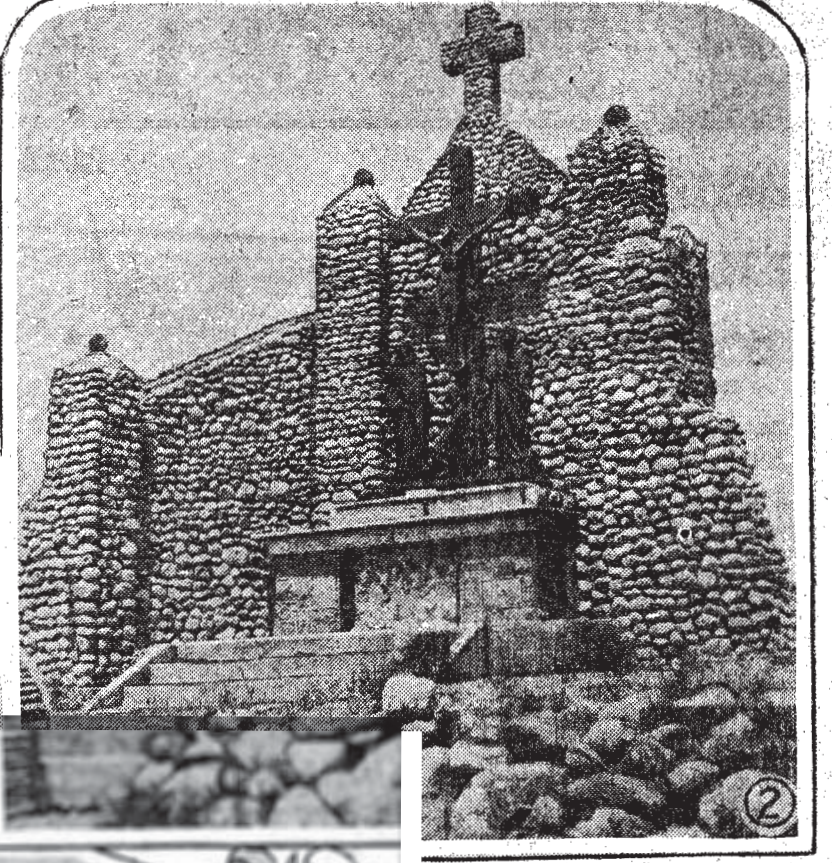
Emphasis is placed on the International Convention for facilitating the Circulation of Educational Films, which provides for free trade in educational motion pictures, and mention is made of the provision in this year's budget for the free admission into Canada of educational films.

The report has been signed by: Hon. G. M. Weir, minister of education, Province of British Columbia; E. A. Corbett, director of extension, University of Alberta; Walter S. Murray, president of the University of Saskatchewan; Sydney Smith, president of the University of Manitoba; Andrew Moore, department of education, Manitoba; Eric Brown, director, the National Gallery of Canada; Rev. H. J. Cody, president of the University of Toronto; W. J. Dunlop, president of the Canadian Association for Adult Education; Victor Dore, president of the Montreal Catholic School Commission; Henry Laureys, director of Technical Education for the Province of Quebec; W. P. Percival, director of Protestant education for the Province of Quebec; F. Peacock, director of the Saint John Vocational School; B. A. Fletcher, professor of education, Dalhousie University, Halifax. Copies of the report can be obtained from the National Film Society of Canada, Ottawa.

Report French War Correspondent Shot Down in Morocco

Rabat, French Morocco, July 29.—(CP-Havas)—Guy Mazieres, flying war correspondent for the Paris Journal Canard, was shot down and killed by rebel anti-aircraft guns while observing the Spanish Morocco war zone, according to an unconfirmed dispatch from Tangier received here. If the report is verified Mazieres is the first known victim of the Spanish revolt among foreign newspapermen.

TO RELIVE EVENTS OF THREE HUNDRED YEARS AGO



Professor Claims Births Will Decline As The World Grows Hotter

Cincinnati, July 29.—(AP)—An authority on the relation of weather to human behaviour advanced today a theory that the world is getting warmer.

Basing his observation on extensive experiments with animals, he asserted the trend to higher temperatures, if continued would provide an effective method of birth control.

Dr. Clarence A. Mills, professor of experimental medicine at the University of Cincinnati, said he traced the period of rising temperatures back to 1850. Before that, temperatures tended downward over a period of two or three centuries.

"During the period of generally decreasing temperatures, the increase in world population was terrific," he said. "As we move into a cycle of higher temperatures, we conceivably may record a gradual decrease in world population. Fertility of animals goes down as temperatures increase."

COLORED PORTER STUDIES HEBREW

Holds Three Degrees in Jewish Faith—Has Ambition to Chronicle Folk Lore

Winnipeg, (CP).—To Emerson S. Mahon, portering is but a means to an end. The colored observation-car attendant on the Canadian Pacific Railway's train that runs from Winnipeg to Edmonton, hopes, some day, to return to his native West Indies and there to write a book.

Mahon would like to tell the world of the ancient customs and practices of the West Indians, particularly of those on the Isle of Grenada where he was born and from where he came to Canada 24 years ago. He intends, some day, to dig deep into the centuries-old lore of the people in that group of islands in the Caribbean Sea.

But before doing that the smiling porter wants to progress further in his study of the Hebrew religion. Mahon is an ordained rabbi. He holds three degrees in the ancient Jewish faith. His ambition is to attend a Hebrew seminary in Great Britain to obtain the highest degree in his religion, that of Rav, or chief rabbi.

Home in Winnipeg Mahon's home is in Winnipeg. Four nights a week he is "on the road," the other three being spent in the Manitoba capital where he preaches his faith. He explained there are seven degrees of rabbis. He is authorized to practice three of them and must continue his seminary studies to obtain the remaining four.

First, he is a "Schochet." This type of rabbi officiates at official killings when meat is prepared for Hebrew consumption. He is called a "User of the Steel Knife." Mahon also is a "Mahad," authorized to wield a flint knife for religious purposes. His third degree is a "Magid"—a rabbi qualified to preach the Hebrew faith.

Mahon told of the duties of other types of rabbis. The "Melamed," he said, teaches the Hebrew language to children. A "Shadchan" is an authorized marriage broker, one who introduces men and women to each other and collects a fee for the service. A "Rav" is the rabbi-in-chief who preaches in the synagogue, assisted by another called a "Chazin."

The young porter explained that Hebrew was not at all an uncommon religion among negroes. The faith, he said, had its beginning in the West Indies in 1492. In that year, he related, Jews were expelled from Spain, many emigrating to the western hemisphere.

The negro slaves as a general rule conformed to the religion of their masters. His grandmother, who married an Irishman who fled to the West Indies from his native Emerald Isle, was born a year before slaves were freed. Her religion was Hebrew, as was that of her "master." That has been the religion of his family ever since.

OFFERS COLLECTION

Amherst, N.S.—(CP)—James Horton, Amherst barber and curio collector, will submit his collection of fire arms and Indian relics to the Historic Sites and Monuments Board for use in the Fort Beauséjour museum being opened August 1.

Report Olympic Flame Saved By Pile of Beer Cases In Yugoslavia

Vienna, July 29.—(AP).—Reports reaching Vienna said the Olympic flame, being borne by relay runners from Greece to Berlin, was saved from being extinguished by a pile of beer cases near Parsein, Yugoslavia.

The torch was almost burned out before the runner covered his allotted distance. Brewery workers, noting his predicament, broke up beer cases which they ignited while another torch was sought.

The flame was carried across the Hungarian border near Szeged and borne in an elaborate ceremony to Budapest.

Meanwhile Vienna police grew apprehensive and took precautionary measures on hearing reports that Austrian Nazis planned to welcome the flame tomorrow with a demonstration exceeding the limits fixed by the Austro-German accord. The rules prohibited the singing of the horst wessel song—the Nazi marching song.

BODY FOUND IN CANAL

Peterborough, Ont., July 29.—(CP).—Body of Albert Milliken, 67, a patient in St. Joseph's hospital here, who disappeared from that institution was found Tuesday in the Trent canal, two blocks away from the hospital. Milliken, who had been employed for many years by the Peterborough Lumber Company had been ill for some time.

Commemorating the 300th anniversary of the landing of the missionaries in Huronia, the tenth anniversary of the founding of the Martyrs' Shrine at Midland, Ont., and the sixth anniversary of the canonization of the martyrs, events of 300 years ago will be re-enacted on the grounds of Fort St. Marie, the first white settlement on Georgian Bay. Performances will take place on the evenings of August 1 and 2 and on the afternoon of August 3. The pictures show: (1) A small army of men busy building teepees and other productions of historic buildings and in this picture is shown a section of palisade with one of the log buildings and an Indian tepee. (2) A view of the shrine. (3) One of the shrines with a rustic bridge shown at the right.

CONGRESS IN NOVEMBER Vatican City, July 28.—(CP-Havas).—The congress of the International Union of Missionaries of the clergy will be held at Rome on November 13; it was announced today. Twenty-two nations including Canada and the United States will be represented. Father Henri Garrout, rector of the Canadian college, will represent the dominion.

A Tribute . . .

We wish to pay tribute on this, the turn of the Century to those hardy, forceful and courageous pioneers who laid the foundation of this city.

If we of the present day do our tasks as manfully and as well, Sarnia is bound to prosper.

A cordial invitation is extended to all grain dealers and millers to pay us a visit

The Sarnia
ELEVATOR
CO., LIMITED

TRIO'S TRIPLITS GET TOGETHER



Unmindful of all the fuss being made over them, the Niskey triplets of Troy, N.Y., are taking life easy at St. Joseph's maternity hospital. Only Jacqueline (left), seemed to mind having her picture taken. There was no protest from Jean (centre) and Anna Marie. (Associated Press Photo).

Mail It Away!

To Centennial Clerk, The Canadian Observer, Sarnia, Ontario. Please mail one copy of The Canadian Observer Centennial edition to be published, July 29, to each of the following addresses:

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Enclose 10 cents for each copy required. By popular request this list will be kept open until July 29, the date of publication for the Centennial Edition. Order now and oblige.

... NEWS OF LAMBTON COUNTY AND ST. CLAIR RIVER DISTRICT ...

Champion Owned In Lambton

Holmes Foundry Purchase Kable, Famous French Sire

Lambton County has some exceptionally fine cattle and horses. Many awards were won by Lambton livestock at the Royal Winter Fair and the International Livestock Show in Chicago. Of special interest is Kable who was pronounced the Grand Champion Percheron of Canada at the Royal Winter Fair, shortly after being purchased by L. G. Blunt, president of the Holmes Foundry Company of this city. This fine horse, who was outstanding also in France, the home of Percherons, is a valuable addition to the fine animals now owned in the county and assists in improving the quality of draft horses in Lambton. Kable is used for breeding purposes on the Holmes farm and his services are available to the farmers of this district.

Purchased in Quebec
This fine horse was purchased at the sales stable of Gilbert E. Arnold, Grenville, Quebec, who is the largest retail horse dealer on the North American continent, along with a handsome pair of mares, Lucy and Dolly V. When asked about the purchase, Mr. Blunt said that while at the Arnold Stables for the purpose of taking delivery of four imported mares for his Maryland farm, Kable was exhibited along with several other stallions. Mr. Blunt was so impressed with the noble appearance of this horse that it seemed obvious that he would be an asset to any pure bred breeder and his community and therefore immediately decided that the Holmes farm and Lambton County should have that advantage.

Was Thin
He said, "Kable was thin at that time, but tipped the scales at 2,215 pounds." He was purchased in France by Mr. Arnold and was one of a group of fifteen horses purchased from one breeder and valued at \$20,000. He was appraised in France at \$2,000 and after importation was sold for \$3,000. He was adjudged grand champion of his breed at the Windsor Fair by George Hay of the Percherons, who judged the Percherons. At that same show, Lucy placed third in her class and Dolly V fifth. Other in her class were Fair by George Hay of the Percherons, who judged the Percherons. At that same show, Lucy placed third in her class and Dolly V fifth. Other in her class were Fair by George Hay of the Percherons, who judged the Percherons. At that same show, Lucy placed third in her class and Dolly V fifth. Other in her class were Fair by George Hay of the Percherons, who judged the Percherons.

Keen Sportsman
Mr. Blunt who is a keen sportsman is interested in Beagles as well as horses. After attending a recent International Livestock Show at Chicago, Mr. Blunt said: "The general temperament and business improvement were found to be reflected in this great show by the larger number of entries in all various horse classes as well as other animals. Vast improvement has been made in late years in the various types of draft horses, comparing favorably with improvements made in the automobile and machine industries. These horses not only represented power as exhibited by their great size, muscles and bone, but also had as much refinement and ease of motion as the horses exhibited in the light harness and saddle classes."

Horse Keeps Pace
It is interesting to note that as the motor car has been constantly developed and improved especially during the last few years, so has the quality of the horse, with the result that now the public is again, as evidenced by increased business activity, ready to acquire the machine and the horse together. It may well be said that the machine and the horse together will be still greater assistants to man from day to day, whether it be in harvesting the products of the soil or in carrying on the commercial activities of the urban centres.

Better Cultivation—Better Crops.

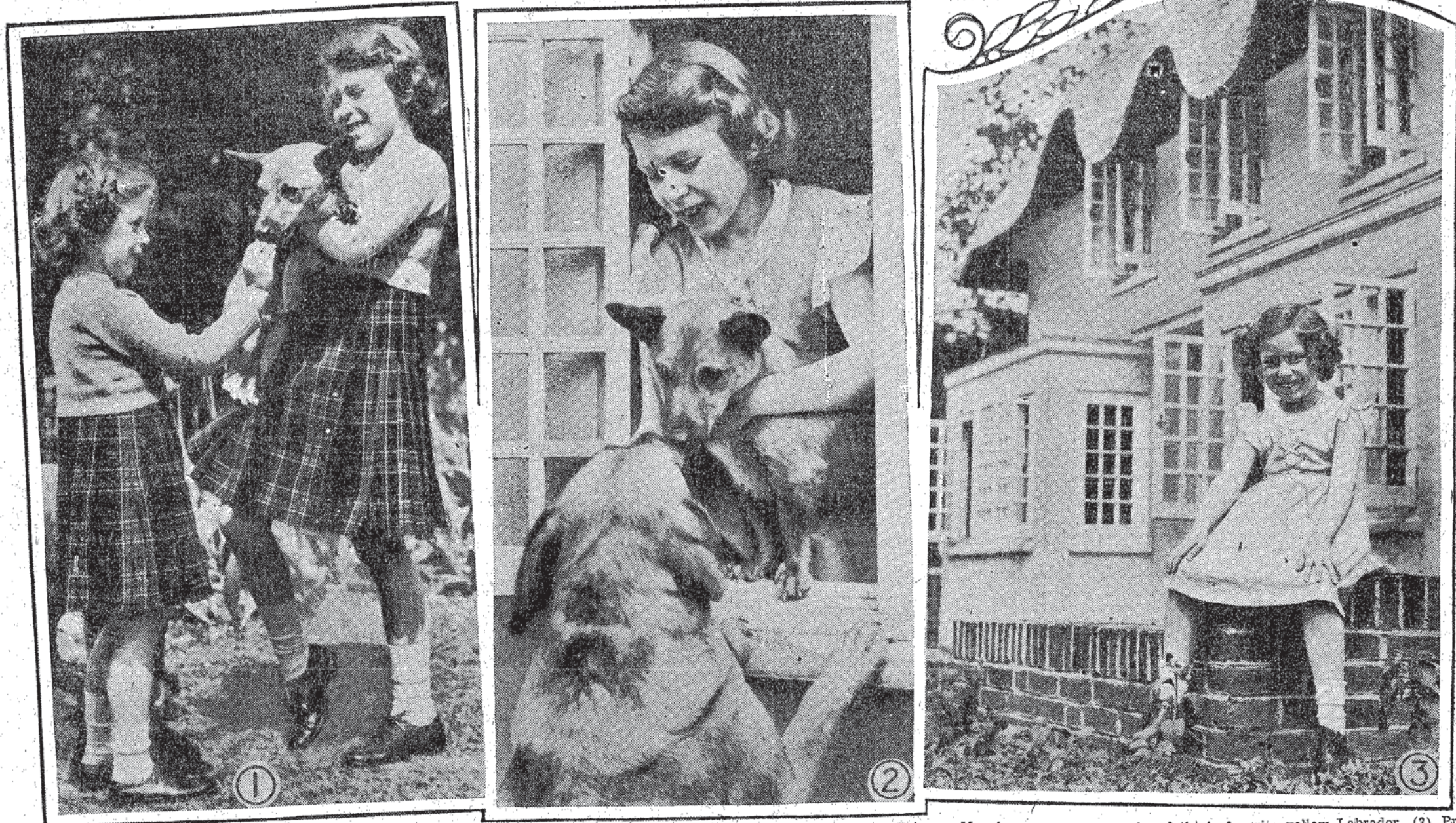
DECISION MADE REGARDING LINER

Advances to Be Made to White Star for Sister Ship to the Queen Mary

London, July 29.—(CP Cable)—V. S. Morrison, financial secretary to the treasury, said today that a decision had been made concerning placing a contract for a sister ship to the giant liner Queen Mary. He said "yes" in reply to a question to that effect by Adam Maitland, Conservative.

Morrison said chancellor of the exchequer Neville Chamberlain had received a specific proposal from the Cunard-White Star company and now agreed that advances shall be made to the company under the provisions of the North Atlantic Shipping Act for building a sister ship to the Queen Mary. Morrison said the company had supplied Chamberlain with evidence which showed that technical and commercial considerations ob-

ROYAL PRINCESS AT PLAY AT THE "LITTLE THATCHED HOUSE" AT WINDSOR GREAT PARK



These exclusive pictures were taken at the Royal Lodge, Windsor Great Park, home of the Duke and Duchess of York, and show Princess Elizabeth, eldest daughter of the heir to the throne, and her younger sister Princess Margaret Rose, at play. (1) Jane, a Pembrokehire Corgi, in the arms of Princess Elizabeth, gets a biscuit from Princess Margaret Rose. (2) Princess Elizabeth looking out the kitchen window of the "Little Thatched House," given to her and her sister by the people of Wales, and receiving an enthusiastic welcome from Jane the Corgi and Mimsy, her father's favorite yellow Labrador. (3) Princess Margaret Rose in front of the "Little Thatched House," which the two princesses take care of themselves.

ARKONA

Arkona, July 29.—(Special to The Canadian Observer)—The Rev. J. E. Walther and Mrs. Walther are on a motor trip through the Muskoka Lake region. During their absence the Baptist congregation will worship with the United church congregation.

Mac-Woods has returned to his home here, after spending a week at the home of his grandparents, Mr. and Mrs. J. J. McCormick, of Kingscourt.

Dr. and Mrs. R. G. Woods and family are making preparations to move to their summer home at Hillsboro beach, this week.

W. J. Campbell, of Saginaw, Mich., spent the weekend at the home of his brother, Ed. Campbell.

Miss Irene Murray spent last weekend at the home of Mr. and Mrs. T. Ridley, of Keyser.

Mrs. D. Workman, of Bay City, Mich., is visiting, this week, with her sister, Mrs. J. Jackson.

Mr. and Mrs. J. L. Brown and family have returned from their motor trip through Quebec and the Maritime Provinces.

The annual service of the Bible society will be held on Sunday in the Anglican church. The Rev. Denny Bright will be the guest speaker.

Mrs. R. G. Woods spent last Wednesday at Ipperwash beach, visiting her cousin, Mrs. R. Morningstar, of Watford.

BOWLES REUNION IS Largely Attended

The fifth annual Bowles reunion was held on Saturday at the home of Mr. and Mrs. Amos Henry. Guests present were Mr. and Mrs. D. P. Bowles, Lyman Henry, Mr. and Mrs. Will Henry, Maryanne, Norma and Jackie Henry, Mrs. Elizabeth Broad, Mr. and Mrs. Norman Broad and family, Mr. and Mrs. A. Callaghan and Mr. and Mrs. D. S. Clark, of Sombra, Mr. and Mrs. Will Bowles, Mr. and Mrs. Raymond Johnston and son, Kenneth, of Port Lambton, and Mrs. Wesley Carter and Miss Edythe Carter, of Bridgeton.

Mr. and Mrs. Roy Henry and Alvin Henry, of Sarnia, Mr. and Mrs. David Robb and George Ralph, of Bay City, Mich., William Grant, James Grant, of Becher, Charles Grant, of Detroit.

Music was furnished by Roy and Will Henry and Jim Grant and several songs were sung by Miss Maryanne Henry. Dinner was served at 12:30 and supper at 5:30. When all were seated at the tables, George Ralph, six years old, of Bay City, gave thanks. Letters of greeting were received from Mr. and Mrs. A. Minnie and family, of Seattle, Wash., and from David R. Bowles, of Fort Joy, N.Y. A name contest was won by W. V. Carter and Mrs. D. P. Bowles and several other contests were awarded as follows: the most recent married couple, Mr. and Mrs. A. Callaghan; the youngest child, Baby Broad; the man with the most nephews present, D. P. Bowles; the woman with the most nieces present, Mrs. D. P. Bowles; the woman coming the greatest distance (from the United States), Mrs. D. Robb; the woman coming the greatest distance (from Canada), Mrs. Roy Henry; The reunion will be held next year at the home of Mr. and Mrs. D. P. Bowles, the date to be decided later. The officers elected were: president, Raymond Johnston; secretary-treasurer, Mrs. D. Clark; program committee, Mrs. D. Robb, Edythe Carter, Wesley Carter, Alvin Henry, Mrs. A. Callaghan and Maryanne Henry.

COUNTY BRIEFS

Arkona — On Sunday, Mr. and Mrs. W. Butler celebrated their 37th wedding anniversary. Among those who visited with them were: Mr. and Mrs. S. Baynes and Mr. and Mrs. Charles Baynes, of Pontiac; Mr. and Mrs. Richard Moore and family, of Detroit; Mrs. Perry, of Adelaide and Mrs. James Mills, of Warwick, and Mr. and Mrs. Bob Butler, of the Woodlands Fruit Farms.

OIL SPRINGS

Oil Springs, July 29.—(Special to The Canadian Observer)—Archie Livingston, of Detroit, was a weekend visitor at the home of Mr. and Mrs. George Donald.

Mr. and Mrs. Peter McKerrall, of Chatham, were visitors with Mr. and Mrs. James Chittick, on Sunday.

Misses Beth and Jean McCallum, of Petrolia, were guests of Dr. and Mrs. Lewis, on Monday.

Mr. and Mrs. William Sprouts and daughter, Willa, were London visitors on Monday.

Miss A. Dewar, of Philadelphia, is visiting with Mr. and Mrs. A. W. Dewar.

Mr. and Mrs. W. Apps, Mrs. W. Parker, Mr. H. Newton and Robert McKenzie were in London, last week.

Miss Florence Gerrard, of Oshawa, is visiting with Mr. and Mrs. Oliver Willis.

H. Newton spent the weekend with Mrs. Newton and children, at Bayfield, where they are holidaying.

Miss Mildred Penfound, nurse-in-training at St. Joseph's hospital, Chatham, spent Sunday with her parents, Mr. and Mrs. S. Penfound.

Mrs. R. Doxtator and Mrs. Kenneth Donald have returned from spending a week's vacation at Lion's Head.

Mrs. Oliver Willis and Miss Greta Willis have returned from a tour of Western Canada.

WYOMING MAN FRACTURES ARM

Wyoming, July 29.—(Special to The Canadian Observer)—Ernest King, a resident of Wyoming, fell yesterday and broke his left arm while assisting with haymaking operations at the farm of his son, east of Wyoming. Mr. King fell when a sling rope broke and he fell to the barn floor, breaking his arm and bruising his right shoulder.

WYOMING

Wyoming, July 29.—(Special to The Canadian Observer)—Mrs. Norman Fraser, daughter Frances, and Miss Betty Park, all of Port Huron, Mich., are spending a short vacation with Mrs. James Fraser.

The Rev. and Mrs. J. N. Clarry left, this week, for a month's holiday at their cottage at Southampton.

The Rev. and Mrs. Thomas Fraser will return, this week, after a month's vacation spent in the United States.

Miss Irene Reichheld, of Kent Bridge, is spending her vacation with Mr. and Mrs. Norman O'Neill, on the London road.

Mr. and Mrs. A. C. Tanner and daughter, of Ottawa, and Mrs. Alice Tanner, Toronto, are guests of Miss Ella Anderson.

Miss Edith and Edward Rice were Tuesday visitors in London.

Mr. and Mrs. L. J. Shain and family, of Detroit, spent the week-end with relatives at Wyoming.

John Heffernan, of Port Huron, is spending his vacation with Mr. and Mrs. Dell Shain.

Archie Fader, of Port Rowan, spent Sunday at his home, here.

George Caldwell, of London, spent the weekend with his mother, Mrs. Annie Caldwell.

FUNERALS

MRS. W. J. SLATCHER
Edy's Mills, July 29.—(Special to The Canadian Observer)—The funeral of Nellie Slatcher, wife of W. J. Slatcher, tax collector for Dawn township, was held from the family residence on concession 7, on Saturday afternoon. Services were conducted by the Rev. J. Eldon, of the Rutherford United church. Mrs. Slatcher had been in failing health for two years. Besides her husband she is survived by two sons and two daughters, Richard, William, Mrs. Alton Tomlinson and Mrs. W. Ryden, all of Detroit. The pallbearers were Harry O'Neill, E. Hornick, J. M. Webster, Theodore Steinhof, John Eden and Chancellor Hebben. Interment was in Dresden cemetery.

MRS. D. DAILEY
Forest, July 29.—(Special to The Canadian Observer)—The funeral of Sarah Letitia Gibson, wife of Daniel Dailey, 18 sideroad, in Bonanquet, was held from her home on Tuesday afternoon, at 2:30 o'clock. The services were conducted by the Rev. J. Terry, of Port Lambton, assisted by the Rev. Mr. Gill, of Thorndale. The pallbearers were Ray Dailey, Dean Dailey, Orville Dailey, John Milbourne, Wm. Milbourne and Sidney Beale. Mrs. Dailey is survived by her husband and three children: Mrs. Martin Milbourne, of Ravenswood, Nathaniel, of Sarnia, and Roy, of Detroit, also one sister, Miss Jennie, who has resided with them and two brothers, Newton Gibson, of Whitewood, Sask., and William Gibson, of Milwaukee, Wis. Ten grandchildren and three great grandchildren also survive. Interment was at Ravenswood cemetery.

Mrs. John Lyman attended the funeral on Saturday, at Stratford, of her nephew, Duncan Lyman.

Thomas Mason, who was injured by a fall from a beam in the barn, is progressing favorably.

Mr. and Mrs. Kenneth Crone and daughter, of London, were recent guests of Francis Crone, London road.

ABERARDER

Aberarder, July 29.—(Special to The Canadian Observer)—Mrs. Hoyle, of Wyoming, has been visiting with her daughter, Mrs. V. Let Harrison, for the past week.

Mrs. James Dodge is spending some time with her daughter, Mrs. Niel Wilkinson.

Miss Elsie Cairns spent the weekend with Miss Edna Hother-sall.

Miss Betty Armstrong is spending part of the holidays with her uncle and aunt, Mr. and Mrs. Niel Wilkinson.

Mr. and Mrs. Anson, of Horne, Mich., spent the weekend with relatives here.

Miss Edith Armstrong spent last week with her cousin, Miss Beth McKinlay.

LONDON ROAD

London Road, July 29.—(Special to The Canadian Observer)—A number of tourists from New York City, who were born in Oban, Scotland, asked to be allowed to enter the Oban church on the London road as the name appeal-ed to them. After admiring the well-kept church and before leaving for their home, a nice donation was left on the collection plate.

A special meeting of the Ladies Aid of Oban church was held on Tuesday afternoon to arrange for anniversary services which will be held on Sunday, Aug. 2. The Rev. C. W. Morrow, of Ailsa Craig, will be the guest speaker. The following evening, Aug. 3, the annual chicken supper will be held on the church grounds. A concert will follow the supper.

The Rev. Mr. Moyer, of Galt, a former minister of Petrolia, but now superannuated, presented an excellent temperance address in Oban church on Sunday afternoon.

Several farmers in this district have begun stock threshing their wheat. The grain is of an excellent quality and a good yield.

Mr. and Mrs. George Revell and Mr. and Mrs. William Gauld, of Sarnia, were recent guests of friends on the London road.

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FAMOUS SLEUTH TRACKED LEAKS OF BUDGET DAY

Solicitor Detective Who Probed for Evidence Noted for His Successful Cases

London, Eng.—(CP)—William Charles Crocker, the 49-year-old solicitor, who investigated alleged leakages of budget information for the inquiry of absorbing interest throughout the United Kingdom is "the most feared detective in Britain," says a special writer in The News-Chronicle.

"His success is founded on his powers of observation," the article proceeds. "He sees a fact. Is that possible? Would I have done that?" he asks. Figures spell a story for him. He likes diagrams.

"During the Great War when the Zeppelins nightly roared over London, dropping bombs, causing fires, a man whose house was burned down, sent in an insurance claim, alleging fire caused by a bomb. He sent in fragments of the bomb. Mr. Crocker gave them to a home of the expert. There were too many pieces; they made up a bomb and a bit. That claim was not paid.

Sentenced To Death
"In October, 1929, an old woman was burned to death in an hotel bedroom at Margate. A coroner's jury declared that death was due to 'misadventure.' She was buried in Norfolk. Nobody was suspected. Then her son claimed \$10,000 from an insurance company. The papers were sent to Mr. Crocker in the normal way. He began reading... and Sidney Fox, who killed his mother for the insurance, was sentenced to death.

"A man, going to Canada, said that he placed a deed book containing jewels on the luggage rack, turned his back, and the jewels were gone. The man's story was detailed. He told how he left the carriage to tip the porter and found the porter gone.

"What porter would not wait for his tip?" wondered Mr. Crocker. He put his detective staff to work. The fraud was proved and the man went to prison.

"Then came his greatest case, his discovery that led to the fire-raising trial of 1933. For nearly three years he specialized on the gang, its hundreds of ramifications. He had his spies—men and women—watching the suspects in hotels, cinemas, even in their own offices.

"When he had gathered all his evidence and was commissioned by the director of public prosecutions to present the crown case, Mr. Crocker worked entirely alone. It was safer; there was no leakage. Then, when he had solved the mystery of more than 200 fires, when he had saved his clients \$200,000 (\$1,000,000) over the Harris case, he denounced and caused to be sentenced his former ally, Captain Brynmor Eric Miles, chief of the London Salvage Corps.

"Such a man is William Charles Crocker. Ruthless, a terrible enemy, a splendid friend.

"He is married, has one son, five daughters; lives at a beautiful home in Kent, where he keeps four hunters.

Reports Improvement In New York-Bermuda Traffic

London, July 29.—(CP)—Presiding at the annual meeting of Furness, Withy and Co., Ltd., Lord Essendon, chairman of the company, said its New York-Bermuda service had shown considerable improvement.

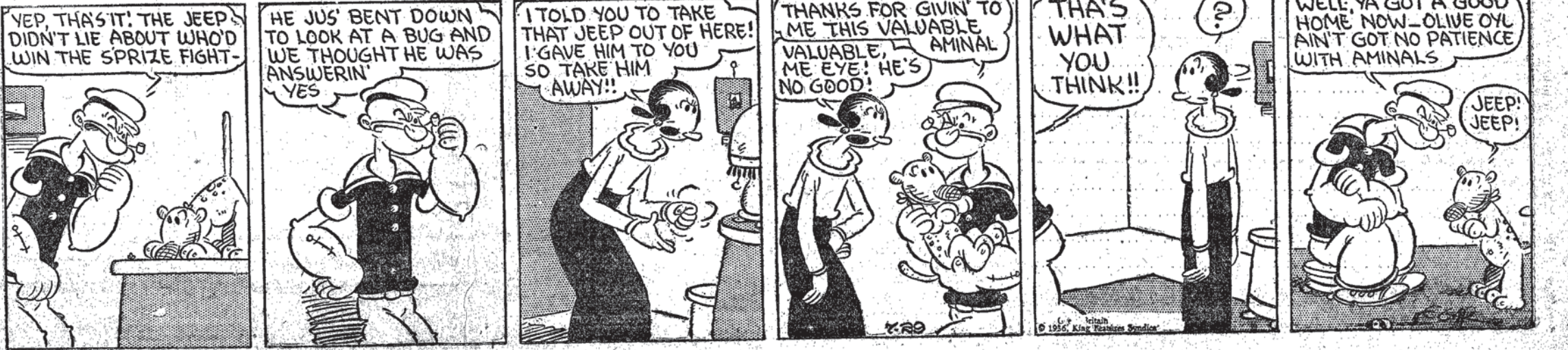
The number of passengers exceeded those carried in previous seasons but the effect of competition from the proposed regular air service linking New York and Bermuda must be watched, he said.

ODETTE RECOVERED

Toronto, July 29.—(CP)—Chairman E. G. Odette of the Ontario Liquor Board has recovered sufficiently in health to return to his post next week, Premier Hepburn announced. He has been on sick leave for several months.

TONIGHT
AND SO THEY WERE MARRIED
Melvyn Douglas
Mary Astor
ALSO ADDED NOVELTIES
IROQUOIS THEATRE — PETROLIA
—By E. C. SEGAR

POPEYE—



LATE MARKET and FINANCIAL NEWS---DAILY STOCK and BOND QUOTATIONS

CATTLE TRADE IS SLOW AT TORONTO

Prices Remain Steady on Live-stock Mart—Hogs Unsettled

Toronto, July 29.—(CP).—Although most divisions were steady in the early session of the Toronto livestock market today, cattle trade was slow with prices remaining steady. The calf market was also steady. Hogs were unsettled with packers bidding \$9.00 to \$9.25 off trucks for hogs. Sheep and lambs were steady. The cattle holdover from yesterday was 400 head.

Receipts reported by the Dominion livestock branch were: cattle 690; calves, 360; hogs, 430; sheep and lambs, 410.

Market Slow
Today's cattle market was slow at the opening with prices about steady. Butcher cattle sold from \$4.00 to \$5.25, and a few fed calves brought \$5.00 to \$7.50. Good cows sold from \$3.25 to \$3.50 with canners at \$1.75. Butcher bulls went at a general price of \$3.25 to \$3.35.

The calf market was steady at a general top of \$7.00, with a few going at \$7.25. Common grades ranged downwards to \$4.00.

Hogs were unsettled with packers bidding \$9.00 to \$9.25 for off truck hogs. Good hogs sold from \$9.00 to \$9.25, with canners at \$8.50. Butcher hogs went at a general price of \$8.50 to \$8.75. Good hogs sold from \$8.00 to \$8.50. Good light sheep sold up to \$3.00 a cwt.

East Buffalo Cattle

East Buffalo, N.Y., July 29.—(A.P.).—Hogs 300; active, fully 15 over Monday's average; better grades 160-250 lbs., averaging 320 lbs. Down, 11.60 to 11.65; trucked in offerings, 11.25 to 11.50; few 240 to 280 lbs., butchers, 11.00 to 11.40; pigs and underweights, 10.00 to 11.00; packing hogs, 8.75 to 9.25; Cows 175; grass steers and heifers, barely steady; 850 lb. weights, 7.00; planer kinds, 6.00 to 6.50; cutoiler lots, 5.35; cows and bulls active, firm; medium bulls, 5.25 to 5.50; low cutter and cutoiler cows, 3.75 to 4.75.

Calves 150; strong; good to choice, 9.50.

Sheep 1,000; lambs active to local interests, fully steady; better grade natives, 70 to 80 lbs. fat backs included, 11.00 to 11.25; medium mixed offerings, 8.75 to 10.00, including 61 lb. averages, 9.75; common aged ewes, 3.25; better grade handweights, 4.50.

Windsor Produce

Windsor, Ont., July 29.—(CP).—Potatoes, Ontario No. 1 \$2.00 to \$2.25; Ontario No. 2 \$1.50 to \$1.75; wheat 84c. Hay baled \$12.00 per ton. Oats, 25 to 27c. Barley 45c. Buckwheat, 45c. Hogs, 8.75 to 9.25. Butcher, No. 1 prints, 25c. No. 2 prints, 25c. Eggs, grade A large dozen 25c. Grade B medium dozen 24c. Grade C dozen 21c.

DETROIT LIVESTOCK

RECEIPTS TUESDAY
Cattle 750
Calves 800
Sheep and lambs 450
Hogs 750

Cattle receipts were light and trading was fairly active on the good butcher cattle. Cows and bulls sold at prices 25c lower with the best cows at \$4.75 and the best bulls at \$5.75 with just a few at \$6. Prices:

Cattle
Good to choice yearlings, dry-fresh 7.75 to 8.25
Best hvy. steers, dry-fresh 7.25 to 7.75
Fair to good heavy steers dry-fresh 7.00 to 7.25
Mixed steers and heifers dry-fresh 6.75 to 7.25
Best heavy weight butchers steers, dry-fresh 7.25 to 7.75
Light butchers 5.50 to 5.75
Best cows 4.50 to 4.75
Butcher cows 4.25 to 4.50
Cotters 3.75 to 4.00
Canners 3.00 to 3.50
Butcher bulls 5.50 to 5.75
Best hvy. bolognas 5.50 to 5.75
Med. Weight bolognas 5.00 to 5.50
Light common bulls 4.25 to 4.75
Stock bulls 5.00 to 5.50
Steers and feeders 4.50 to 6.25
Good white face stockers up to 7.00
Milkers and springers 40.00 to 65.00
Calf receipts were light and trading was fairly active at steady prices, the best calves selling at \$10. Prices:

Calves
Best calves 10.00
Fair to good 8.00 to 9.50
Culls and common 5.00 to 7.50
Sheep and lamb receipts were again very light and prices were 50c lower than Monday's close, the best lambs selling at \$10.50. Prices:
Sheep and lambs
Best lambs \$10.50
Fair to good 9.00 to 9.50
Seconds 7.00 to 8.00
Cross yearlings 5.00 to 7.00
Best light sheep 3.50 to 4.00
Best heavy sheep 2.50 to 2.75
Culls and common 1.00 to 1.50
There was just a fair run of hogs and trading was active at prices 15 to 25c higher on the mixed and 25c higher on the roughs, other grades remaining steady. Prices:
Heavy yorkers—140 to 200 lbs. 11.25
M.xed hogs—210 to 260 lbs. 11.10
270 to 310 lbs. 10.00 to 10.50
Pigs and lights 5.00 to 11.00
Roughs 8.00
Stags 7.00
Extreme heavies 8.25 to 8.50

Exchange Rates

(By The Canadian Press)
Noon exchange rates:
At Montreal—Pound 5.01 1/2;
U. S. dollar 1.00; franc 6.60 1/2.
At New York—Pound 5.01 1/2;
U. S. dollar 1.00; franc 6.60 1/2.
At Paris—Pound 76.93 fr.;
U. S. dollar 15.14 fr.; Canadian dollar 59.32 cents; Canadian dollar 59.33 cents.

MINING SHARES IRREGULAR TODAY

Aggregate Turnover in Early Trading Smaller—Base Metals Quiet

Toronto, July 29.—(CP).—Selective trading produced irregular price movements on the mining section of the Toronto exchange in the early trading today and the aggregate turnover was smaller than the average over the last two weeks.

McLeod advanced to 4.60, up 30 cents from 4.30. O'Brien was 10 cents higher at 4.70.

Hard Rock sagged to 3.33 to show a narrow net advance.

Most of the base metals were quiet. Chromium eased off to 2.20 and Ventures dropped a cent or two.

Toronto Produce

Toronto, July 29.—(CP).—The wholesale prices on produce delivered at Toronto and supplied by the United Farmers' Cooperative Co., yesterday were:

Eggs: grade A large, 23c doz. Grade A medium, 21c per doz. Grade B large, 20c per doz. Grade C large, 18c per doz.

Churning cream: No. 1 lb. 24c. Churning cream: No. 2 lb. 22c. Butter: No. 1 solids, lb. 24c. Butter: No. 2 solids, lb. 24c. Potatoes: Ontario bag, f.o.b. at shipping point, \$2.00.

London Silver

London, July 29.—(A.P.).—Bar silver easier, 1/2 lower at 19 7/16d.

London Produce

London, Ont., July 29.—(CP).—Prices on the London produce market remained unchanged today. Eggs: Grade A pullets, 20c per dozen; Grade A medium, 21 cents, and Grade A large 23 cents per dozen.

Butter: Dairy 20c per lb. Creamery blocks 37c; jints 27c per lb. Grains: Wheat 85c per bushel; oats and barley 90c to \$1.00; old corn \$30 per ton.

Gold Prices Today

Montreal, May 29.—(CP).—Bar gold in London down two cents at \$34.83 an ounce in Canadian funds, 138s, 10d in British. The fixed \$35 Washington price remained at \$35 with the United States dollar at par.

LONDON EGGS
C. A. Mann and Company, London, quote the following prices for eggs delivered eggs, subject to change without notice:
A large 19
A medium 17
Grade C 13
Grade C cracks 13

Liverpool Produce

Liverpool, July 29.—(A.P.).—The closing, wheat spot, Northern Manitoba No. 2, 7s, 8d; No. 3 unquoted. Hams: American long cut, 12-16 lbs., 98s; short cut 12-16 lbs., 94s; extra skinned, 14-16 lbs., 102s; Canadian long and short cut, 12-16 lbs., 100s.
Bacon: American, Cumberland cut, 26-40 lbs., 69s; Clear bellies, 14-20 lbs., 73s; shoulders, square cut, 12-16 lbs., 66s; shoulders, picnics, 3-8 lbs., 63s; Canadian, Wiltshire 80s; Cumberland cut, 26-40 lbs., 70s.
Lard: Prime Western steamer, tier-ced, 54s; American refined, 2-28 lb. boxes, 53s.
Cheese, finest Canadian new, white and colored 64s.
Turpentine, refined, 31s.
Linsed Oil, raw, 31s.
Rosin, types F and G, 16s 3d.
Petroleum 9 1/4 to 10 1/4 d.

Bacon Hog Prices

Toronto, July 29.—(CP).—London and Barrie hog prices provided the bright spots on the hog market today with gains ranging from 10 to 20 cents, according to class. London live and dressed weights gained 15 and 20 cents, respectively, while Barrie continued yesterday's gain to sell 10 cents higher liveweight at \$9.90 to \$9. Other reporting market points remained unchanged. Prices:
Liveweights: London, \$8.90; Hull, \$9.25; Stratford, \$8.75; Barrie, \$8.90; Kitchener, \$8.75; Chatham, \$8.50.
Dressed weights: London, \$11.85; Hull, \$12.65; Stratford, \$11.65; Chatham, \$12.25.

Dow Jones Averages

30 Inds. 166.89, off 12
20 Rails 54.29, up 10
20 Utils. 35.47, off 12
Stocks 61.65, off .03

Today's Stock Market Quotations

MINING Stocks

Reported by F. O'Hearn and Co., Stock Brokers, Member the Toronto Stock Exchange.
Stocks marked with an (x) are quoted in dollars only. Others are in dollars and cents.

High	Low	Close
Argosy	1.55	1.50
Atton	7 1/4	7
Algonia	8 1/4	8
Ashley Gold	18	18
Artfield Gold	98	98
Alderman	25	24
Alexandria	3	2 1/2
Beattie Gold	1.50	1.45
Bear Explorer	63	63
Big Missouri	58	58
Bobbo	25 1/2	24 1/2
Bralorne	7.65	7.65
Bid. Kirk	1.75	1.70
Barry Hollinger	5 1/2	5
Balgamag	25	25
Bell Metals	25	19 1/2
Brett Trethe	9	8 1/2
Buff. Can.	5 1/2	5 1/2
BRX Gold	15	15
Bunker Hill	11 1/4	11 1/4
Conarium	2.30	2.25
Can. Malartic	1.38	1.28
Cent. Pat.	4.75	4.60
C. Chib. Gold	1.81	1.80
Castle Trethe	1.40	1.40
Cardman	49	47 1/2
Cob. Con.	2	2
Clercy	7	6 1/2
Cent. Porc.	55 1/2	50
C. Mining Smlt.	2.25	2.20
xDome	54	54
Eldorado	86	85
East Malartic	83	80
Falconbridge	9.30	9.25
Fed. Kirk	1.05	1.07
God's Lake	1.19	1.15
Green Stabell	64	58
Glennora	37	32
Goldade	38	37
Goodfish	15	15
Granada	30	28
G. Bosquet	18	17 1/2
xHudson Bay	26 1/2	26 1/2
Hollinger	3.33	3.15
Imperial	3.33	3.15
Harker	16	15
Howey	88	86
Hal. Swayze	5	5
Jack. Man.	62	61
Kirk. Lake	64	61
Kirk. Town	22 1/2	22
Kirk. Hudson	1.37	1.15
Little Longiac	5.45	6.40
Lambton Con.	45 1/2	45
xLake Shore	58	58
Lee Gold	5 1/2	5
Lake Maron	15 1/2	15
Lava Cap.	1.05	1.04
Lebel Oro	21	20 1/2
McLeod	4.60	4.25
Morr's Kirk	.60	.58
McKenzie, R. L.	2.05	2.05
Macassa	4.75	4.75
xMcIntyre Porc.	4.25	4.25
McWatters	1.43	1.42
Man. East.	24	23
Mining Corp.	1.41	1.40
Minto Gold	.55	.50
Maple Leaf	.25	.24
Malrobie	.50	.50
McV. Graham	.21	.20
Moneta	.19	.18
MacMillan	.82	.74
Murphy	.63	.62
xNoranda	.63	.62
Nipissing	2.76	2.75
Gold Rose	1.05	1.04
North. Canada	.55	.55
Newbec	.54	.5
Night Hawk	.34	.3
O'Brien	5.00	4.65
Omega	.65	.65
Perron Gold	1.21	1.21
P. B. Dome	1.85	1.78
Premier Gold	2.70	2.68
Pamour Porc.	4.65	4.55
Pickles Crow	7.60	7.50
Paymaster	1.05	1.02
Pend Oreille	.95	.90
Parkhill	.23 1/2	.23
Porc. Crown	11 1/4	11 1/2
Peterson Cobalt	.24	.24
Powena	2.05	2.01
Read Lake Gold	3.85	3.85
Read Anthracite	3.05	3.05
Reno Gold	1.25	1.25
Ritchie	.8	.7 1/2
Robb Mont.	.54	.5
Roche Longiac	27	26 1/2
Sherritt Gord.	1.68	1.50
Siscoe	4.30	4.15
San Antonio	2.32	2.30
Sudb. Basin	4.75	4.60
Sull. Cons.	1.38	1.35
Sylvanite	3.42	3.41
St. Anthony	.32	.30
Sudb. Con.	.16	.16
Sudb. Mines	.34	.3 1/2
Sladen Mal.	.70	.67
St. Tibemont	.54	.5 1/2
Stadacona	.60	.57
Sheep Creek	.78	.75
Shewkey	1.00	.98
Tobuck	1.84	1.80
Tech Hughes	6.35	6.25
Tashota	.39	.38 1/2
Temiskaming	.17	.17
Towagamac	.42	.40
Ventures	2.35	2.27
W. Amulet	11.65	14.55
W. Harg.	8.25	8.20
W. Coghlin	.8	.7
W. Eagle	.42	.44
Wayside	.10 1/2	.10

TORONTO Stocks

Reported by W. H. Kippin, Stock Broker, North Front Street

High	Low	Close
Autobi P. P.	2 1/2	2 1/2
Bell Telephone	14 1/4	14 1/4
Build. Prod.	41 1/2	41 1/2
Brazilian	12 1/2	12 1/2
Brew. Distillers	95	95
Burt. F. N.	41 1/2	41 1/2
Canada Bread	5 1/2	5 1/2
Can. Cent.	6 1/2	6 1/2
C. C. Con. Pld.	7 1/2	7 1/2
C. C. Fdry	8 1/2	8 1/2
C. C. Fdry Pld.	20	20
Can. Dredge	47 1/2	47 1/2
Can. Ind. Alco.	7 1/2	6 1/2
C. P. R.	12 1/2	12 1/2
Cons. Bakeries	18 1/2	18 1/2
Consumers Gas	20 1/2	20 1/2
Dom. Stores	9 1/2	9 1/2
For. "A"	19 1/2	19 1/2
Good. Tire Pld.	58	57 1/2
Gypsum	7 1/2	7 1/2
Int. Nickel	51	50 1/2
Loablaw "A"	21	21
Loablaw "B"	18 1/2	18 1/2
Mas. Har. com.	4 1/2	4 1/2
Moore, com.	38 1/2	37 1/2
Pressed Metals	28 1/2	28 1/2
Sul. of Can. com.	67 1/2	67 1/2
Walkers	33 1/2	33 1/2
Weston com.	16 1/2	16 1/2
Weston mfd.	1.01	1.01

BANKS

High	Low	Close
Canada	57 1/2	57 1/2
Commerce	155	155
Dominion	188	188
Imperial	199	199
Nova Scotia	283	282

TORONTO CURB

High	Low	Close
Brew. Corp. com.	2 1/2	2 1/2
Can. Bud. Brew.	9 1/2	9 1/2
Dist. C. Seag.	22 1/2	22 1/2
Dom. Bridge	41	40 1/2
Good. Tire com.	70 1/2	70 1/2
Imperial Oil	21	20 1/2
Int. Pete.	35	35 1/2
Mont. Pwr.	31 1/4	31 1/4
McCol. Front.	15	14 1/2
Rogers Maj.	6	5 1/2
Shawinigan	20 1/2	19 1/2
Std. Pav. Mat.	2 1/2	2 1/2
Union Natl. Gas	14 1/2	14 1/2

MARKET LETTER

(F. O'Hearn & Co., Wire)

NEW YORK, July 29.—There are stocks of merit in the low price area but market sponsorship has been confined largely to high priced quality issues and market leaders. The lower priced aircraft issues at least those of manufacturers Douglas more largely than they have done. United Aircraft, for example, and Curtiss Wright A. Some of the lower priced merchandising issues have probably not taken full account of retail trade activity.

WHEAT HIGHER IN EARLY TRADING

Bullish Crop Report and Heavy Export Buying Factors in Upturn

Winnipeg, July 29.—(CP).—Large export buying, a bullish Dominion government crop report and private estimates also indicating the smallest yield in years combined to raise wheat futures prices in early trading on the Winnipeg Grain Exchange today.

Values near mid-session were 1 1/2 to 2 1/2 cents higher, with July at 97 1/2, October 97 1/2 and December 96 1/2 cents a bushel.

Chicago and Minneapolis closed 2 1/2 cents higher. Liverpool ruled 1-1/4d higher.

GRAIN QUOTATIONS

Chicago Market Complete. Winnipeg Wheat and Oat Range by F. O'Hearn & Co., Members Chicago Board of Trade, Winnipeg Grain Exchange.

Chicago Grains
WHEAT—May, .109 1/2; 111 1/2; 109 1/2; 110 1/2; 107 1/2; 109 1/2; 108 1/2; 107 1/2; 106 1/2; 105 1/2; 104 1/2; 103 1/2; 102 1/2; 101 1/2; 100 1/2; 99 1/2; 98 1/2; 97 1/2; 96 1/2; 95 1/2; 94 1/2; 93 1/2; 92 1/2; 91 1/2; 90 1/2; 89 1/2; 88 1/2; 87 1/2; 86 1/2; 85 1/2; 84 1/2; 83 1/2; 82 1/2; 81 1/2; 80 1/2; 79 1/2; 78 1/2; 77 1/2; 76 1/2; 75 1/2; 74 1/2; 73 1/2; 72 1/2; 71 1/2; 70 1/2; 69 1/2; 68 1/2; 67 1/2; 66 1/2; 65 1/2; 64 1/2; 63 1/2; 62 1/2; 61 1/2; 60 1/2; 59 1/2; 58 1/2; 57 1/2; 56 1/2; 55 1/2; 54 1/2; 53 1/2; 52 1/2; 51 1/2; 50 1/2; 49 1/2; 48 1/2; 47 1/2; 46 1/2; 45 1/2; 44 1/2; 43 1/2; 42 1/2; 41 1/2; 40 1/2; 39 1/2; 38 1/2; 37 1/2; 36 1/2; 35 1/2; 34 1/2; 33 1/2;

DODGERS AND PHILS CAUSE MANY UPSETS OF NATIONAL LEAGUE PENNANT RACE

Cubs And Cards Both Take Beatings From Tail End Teams; Pirates Lose

Yankees Plaster Detroit Tigers For 16-6 Shellacking As Gehrig Adds Another Homer

(By Sid Feder, Associated Press Sports Writer)

The Phillies and Dodgers appear to be going no place in the National League this year, but they aren't giving up one bit of the honors they've won in the past as the "giant-killing-est" crews of the big time.

They've been doing it for years, this waiting until some club gets out in front or near the top, and then landing on that particular outfit like a ton of bricks. Bill Terry found out when they beat his Giants out of the pennant two years ago, after his famous crack asking if the Dodgers were still in this league.

At the moment, the Dodgers and Phils have been applying themselves, respectively, to Pittsburgh Pirates, who were in third place until they reached Brooklyn, and the league-leading Cubs. Previously they combined to take care of the Cardinals, clubbing the gas house gang right out of the league lead by beating them in four of six games in successive series.

The Cubs came to Philadelphia Sunday with a grand chance to boost their league lead to a commanding margin, inasmuch as the Cards were not scheduled for Monday or yesterday. But the best they could get was an even break in the four games against Jimmy Wilson's wallpapers, winding up on the short end of a 3-3 count yesterday, with Dolph Camilli smashing out a pair of homers, and rookie Claude Passeau stopping the league leaders with six hits, leaving them only 2½ games in front of the Cards.

At the same time, the Dodgers, although losing yesterday's finale to the Bucs 9-8 in 10 innings after an uphill climb to tie the count in the eighth, took three of the five-game series with the Pirates, to slug them far out of third place and let their arch-enemies, the Giants, take over that spot.

The Cubs' setback yesterday was a blow to the Cards, along with Boston Bees, the Giants picked up considerable ground on the one-two clubs by coming through in both ends of a doubleheader with Cincinnati Reds, winning 5-1 in the opener as Fred Fitzsimmons pitched his first complete game of the season, and taking the nightcap 11-3 on the strength of Mel Ott's two homers and Lefty Alt Smith's seven-hit hurling.

The Yankees maintained their nine-game American League lead with a 20-hit barrage against the Tigers for a 16-6 win. Although Lou Gehrig hammered out his 31st homer, and Johnny Murphy showed fine form in a three-hit, five-inning relief trick, the victory wasn't all "beer and skittles" for murderers' row, since Myril Hoag was hurt when he and Joe DiMaggio collided while chasing Goose Goslin's fly in the sixth inning, which went for a freak homer when both the fielders were knocked out by the smash.

Earl Averill hit two homers to lead the second-place Cleveland Indians in a 6-3 win over Washington Senators; Chicago White Sox climbed back to fourth place with slugging triumph over the Athletics, getting 20 hits to pile up a 19-6 score, and Boston Red Sox held third place by downing St. Louis Browns 5-2, with Johnny Marcum turning in a sixth-inning relief job.

FELL HARD BUT SLIGHTLY HURT

Llandulas, Wales—(CP)—Ivor Roberts, 15, fell face downwards 60 feet to broken rocks, suffering only slight fracture of the skull.

How They Stand

American League			
	W.	L.	Pct.
New York	33	33	.500
Cleveland	34	42	.446
Boston	33	44	.431
Detroit	30	45	.400
Chicago	29	45	.391
Washington	29	46	.386
Philadelphia	32	63	.337
St. Louis	31	63	.330

National League			
	W.	L.	Pct.
Chicago	37	34	.521
St. Louis	35	37	.486
New York	31	44	.412
Pittsburgh	28	45	.386
Cincinnati	28	46	.380
Boston	24	49	.329
Philadelphia	25	56	.311
Brooklyn	24	59	.289

International League			
	W.	L.	Pct.
Rochester	37	33	.527
Buffalo	31	45	.409
Newark	29	45	.391
Baltimore	27	49	.353
Toronto	27	49	.353
Montreal	23	55	.294
Albany	23	64	.262
Syracuse	26	69	.274

American Association			
	W.	L.	Pct.
Milwaukee	31	42	.426
St. Paul	27	47	.366
Minneapolis	26	49	.347
Kansas City	25	49	.338
Columbus	25	54	.319
Indianapolis	25	55	.312
Toledo	23	63	.266
Louisville	21	64	.244

Leafs Will Journey To Chatham, Tomorrow			
	W.	L.	Pct.
St. Paul	31	42	.426
Minneapolis	26	49	.347
Kansas City	25	49	.338
Columbus	25	54	.319
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HORSE DIES IN 'BURG RACES

Lee Ora W. Wins Second Money in 2.24 Class

Wallaceburg, July 29.—While several thousand race fans filled the Saint Park yesterday afternoon a classic race program was represented with over 35 entries competing in three classes, one of which had to be divided into two divisions. The meet was held in connection with the old boys' reunion and was only marred by one of the worst pile-ups seen in this district in recent years which took place in the last heat of the major event when Larry Grattan, promising young three-year-old, owned by Gordon Knight, of Blenheim, which gave every indication of winning three heats, dropped dead in front of the grand stand on the first lap, bringing three other horses down on top of him.

Stan Fraser, driver of the animal, miraculously escaped with minor injuries, while F. Wilmore, driver of Sandy Signal, received a broken arm and other injuries, and was taken to a hospital. Clint Hodgins, driving Lee Counterpart, which was also injured, also had a close escape as did W. Fleming, driver of Merrymaker. Shortly after the start of the heat, Joe Evans had ditched his driver at the first turn and completed the race, but was stopped before reaching the mixup. Of the nine horses which started in the heat, but four finished. The winner of the race was Larry Grattan, with Lee Counterpart in second position.

Dr. Meldrum's fast-appearing Sir Esme, son of Grattan Direct, came in with straight heats to capture the first money of the first division of the 2.24 Moore Bros., of Sarnia, W. owned second money with two thirds and a two.

2.30 Class

Sandy Signal, W. Dawson 2 4 7
Port Lambton (Wilmore) 2 4 7
Lee Counterpart, F. Saint, Wallaceburg (C. Hodgins) 3 2 6
Larry Grattan, G. Knight 1 1 5
Blenheim, (Chas. Bros.) 1 1 5
Merrymaker, (Chas. Bros.) 1 1 5
and Harvie, Calgary (Fleming) 5 5 8
R. N. Grattan, Robt. McIntosh, St. Marys, (Bannerman) 6 8 4
Leah Guy, Manchester Farm, Galt, (Vance) 11 11 3
Widower Grattan, Dr. E. Herington, Platon 4 5 9
Lee Grattan, Alex. Parson, London (Herbert) 8 9 4
Lee Oliver, W. Pierce, Longwood (Pierce) 9 7 9
Dillon Grattan, W. L. Fraser, Forest (Fraser) 7 10 1
Joe Evans, A. Palmer, Blenheim, (Palmer) 10 6 4
Times—2:11½, 2:13½, 2:29½.

2.24 Class, First Division

Lilly S. Chas. Doan, West Lorne (Doan) 5 7 7
Lee Ora W. Moore Bros., Sarnia, (N. Moore) 2 3 3
Leehenley, Ross Simpson, Gowansdown (Simpson) 6 5 5
Leona Hanover, W. L. Owen, Tillsonburg, (Owen) 4 4 2
Imperial Grattan, (Linn) 7 2 4
Bros. Walt Booth, Simcoe (Fields) 3 6 6
Sir Esme, Dr. Meldrum, Norwich, (C. Hodgins) 1 1 1
Times—2:13, 2:14½, 2:11½.

2.24 Class, Second Division

Merrymaker, Jackson Bros., and Harvie, Calgary, Fleming 6 2 2
Ruth Evans, Robt. Hales, Chatham, (McDonald) 5 3 3
Dillon Mac, Dr. Meldrum, Norwich, (Hodgins) 1 1 1
Marie Grattan, W. Dawson, Port Lambton (Wilmore) 3 6 4
Miss Ginger, J. Benway, Wallaceburg (Benway) 4 5 5
The Heilress, Pines, Ridge Stables, London (Herbert) 2 4 1
Times—2:13½, 2:12½, 2:10.

2.10 Class

Frisko Pluto, Moore Bros., Sarnia, (Moore) 8 1 4
Alta Direct, W. W. Fleming, Edmonton (Fleming) 6 4 6
Sharkey Grattan, W. L. Fraser, Forest, (Fraser) 2 6 5
Sylvia Direct, R. English, Parkhill, (Powell) 5 5 7
Carl Grattan, D. Pinkney, Carlisle (Hodgins) 7 7 4
Leona Grattan, C. Hollingworth, Watford (McDonald) 4 2 1
Willis Grattan, Jr., Mrs. Edith Hodgins B. Hodgins 3 3 7
Trixie G. Pine Ridge Stables, London, (Herbert) 1 8 3
Times—2:13, 2:14½, 2:11½.

CUT OUT FREE PASSES

Stoke, England—(CP)—The watch committee has discontinued allowing police and firemen free rides on buses and free admission to theatres.

NOTED BIRD LOVER DIES

Castleton, Isle of Man—(CP)—Phebe G. Raife, leading authority on Manx birds, died here at the age of 75.

MOON MULLINS—CAN YOU PICTURE THIS?

IF HE DONE WHAT HE SAID HE WAS GOING TO DO IN HIS FAREWELL NOTE, HE DID, KAYO. I'M GOING TO ALL THE PAPERS PERSONALLY AND SEE THAT HE GETS GOOD NOTICES

AW—I DON'T THINK UNCLE WILLIE DONE ANYTHING DESPERATE, MAMIE.

AND HERE'S A PHOTOGRAPH WHICH WAS TAKEN ON OUR HONEYMOON THAT'S ME WITH MY HUSBAND'S SHOULDER.

WELL, PERSONALLY I'D SAY IT'D LOOK MORE NATURAL IF YOU HAD ONE WITH YOUR HAND IN HIS POCKET, MAMIE.

Tiger Score

NEW YORK			
	AB.	R.	H.
Crossetti, ss	5	1	2
Rofe, 3b	5	4	3
DiMaggio, rf	6	3	3
Gehrig, 1b	6	5	4
Selkirk, lf	5	2	3
Hoag, m	4	1	3
Powell, m	2	0	0
Lazzeri, 2b	6	0	4
Jorgens, c	4	0	3
Pearson, p	2	0	1
Murphy, p	2	0	1
Totals	47	16	20

DETROIT			
	AB.	R.	H.
Burns, 1b	5	0	1
Rogell, ss	5	0	2
Gehrig, 2b	4	0	1
Goslin, lf	4	1	2
Walker, rf	5	0	2
Simmons, m	4	1	2
Hayworth, c	2	2	1
Briggs, p	0	0	0
Sorell, p	0	0	0
Phillips, p	2	0	0
xWhite	1	0	1
Totals	36	3	11

xBatted for Sorrell in 4th.

New York 16, Detroit 3.

Runs batted in—Gehrig 5, Selkirk 3, Hoag 3, Lazzeri 3, DiMaggio 2, Burns 2, Goslin, White, Hayworth. Two-base hits—Gehrig 2, Owen. Three-base hit—Simmons. Home runs—Gehrig, Goslin, Selkirk. Stolen bases—Hoag, Lazzeri, Crosetti, Lazzeri and Gehrig; Crosetti, Lazzeri and Gehrig; Lazzeri and Gehrig. Left on bases—Crossetti, Lazzeri and Gehrig.

New York 9, Detroit 3. Bases on balls—off Briggs 3, Sorrell 2, Pearson 4, Murphy 1. Strikeouts—by Phillips 1, Murphy 3. Hits—off Briggs 4 in 1 1/3 innings, Sorrell 6 in 2 2/3 innings, Phillips 10 in 5, Pearson 3 in 3 2/3, Murphy 3 in 5 1/3. Winning pitcher—Murphy. Losing pitcher—Briggs. Time—2:30.

SHAMROCKS WIN EXHIBITION GAME

Jay Jolly doing mound duty for the Grads in an exhibition game at Tecumseh park, last evening, was given support that was nearly of the usual calibre offered Grads' hurlers and accordingly he lost a 7 to 5 encounter with the Shamrocks.

With the bases loaded Harry Galloway banged out what looked like a circuit clout with the bases loaded but umpire Joe Ward called the play back to the accompaniment of much disapprobation. The Grads' bench, Chas. Struthers got into the home run column when he sent one out of reach in the fourth to tally two runs.

SHAMROCKS

AB. R. H. O. A. E.

DeRush, ss 2 1 0 1 0

Crobin, 3b 1 1 0 1 0

Barcroft, c 1 1 0 1 0

Struthers, lf 3 0 0 3 0

McIntosh, rf 3 0 0 1 0

Ferry, lf 3 1 2 1 0

Arson, 2b 3 1 1 2 1

Haggerty, p 1 1 1 0 1

Aucanway, cf 2 0 0 0 0

GRADS

AB. R. H. O. A. E.

Wellington, c 1 2 1 3 2

Struthers, 3b 3 1 1 0 1

Wilson, cf 2 0 0 2 0

Lanning, lf 3 2 2 0 1

Rawcliffe, rf 2 0 0 0 0

Jolly, p 3 0 2 0 1

Galloway, ss 2 0 0 0 1

Maplett, 2b 2 0 0 3 4

Hugget, lf 2 0 0 0 0

Score by innings:

Shamrocks 0, 2, 10—7 7 1

Grads 0, 1, 2, 0—5 6 5

Two base hits—Crosby. Three base hits—Lanning. Home runs—Struthers. Bases on balls—off Haggerty 1, off Jolly 4. Hit by pitcher—Rawcliffe by Haggerty, Mapletoft by Haggerty, Wilson by Haggerty. Left on bases—Shamrocks 3, Grads 4. Stolen bases—DeRush 2, Crobin (2), Haggerty, Wellington (2), Jolly (2). Double plays—Struthers to Maplett to Lanning. Hits—off Haggerty 6 in 5 innings, off Jolly 7 in 5 innings. Struck out—by Haggerty 6, by Jolly 6. Umpires—Ward and Hughes.

JELLY-FISH RAIN

Melbourne, Australia—(CP)—Tens of thousands of jelly-fish fell from the clouds during a rainstorm at Frankston, a seaside suburb.

NOTED BIRD LOVER DIES

Castleton, Isle of Man—(CP)—Phebe G. Raife, leading authority on Manx birds, died here at the age of 75.

MOON MULLINS—CAN YOU PICTURE THIS?

IF HE DONE WHAT HE SAID HE WAS GOING TO DO IN HIS FAREWELL NOTE, HE DID, KAYO. I'M GOING TO ALL THE PAPERS PERSONALLY AND SEE THAT HE GETS GOOD NOTICES

AW—I DON'T THINK UNCLE WILLIE DONE ANYTHING DESPERATE, MAMIE.

CRESCENTS DROP FROM KID RACE

Inwood Wins Juvenile Play-down Series

Inwood Bearcats eliminated the Sarnia Crescents from the juvenile race of the Western Counties Baseball Association, last evening at Petrolia by handing the locals a 6 to 5 trimming. Mac McKay's crew from Inwood will now tackle the Strathroy entry.

Inwood took the first game of the series 4 to 1 and then the Crescents listened to a pep talk from Buck Buxton and turned in a 15 to 5 win over the villagers. The playoff last night told the story and when Stephens tripled in the seventh with two men on bases to score not only the tying but the winning run, he became the hero of the Inwood kids.

SARNIA			
	AB.	R.	H.
Garvin, 2b	3	1	0
Fleming, rf	3	1	0
Bayduk, lf	3	1	0
Mitchell, c	4	0	1
Johnston, 1b	4	0	2
Thompson, ss	3	1	4
Shea, 3b	4	1	3
Berry, lf	2	0	1
Rutter, p	1	1	0
Lethbridge, p	1	0	0
Totals	27	5	7

INWOOD			
	AB.	R.	H.
Katzman, cf	5	0	1
Jackson, ss	5	0	1
Briggs, 3b	5	0	1
Gibbs, c	5	2	3
Thrower, p	3	4	1
Loosemore, 2b	4	3	1
Stephens, rf	4	0	2
Rush, lf	3	2	0
Chapman, 1b	3	0	1
Totals	38	6	11

Score by innings:

Sarnia 0, 0, 0, 0, 0, 0—0 0 0

Inwood 0, 2, 0, 10, 3—6 11 1

Runs batted in—Johnston, Shea, Thompson, Rutter, Rush (2), Stephens (3), Loosemore. Two base hits—Johnston, Briggs. Bases on balls—Rutter 2, Briggs 3. Hit by pitcher—Chapman. Left on bases—Sarnia 8,

CLASSIFIED SECTION

FOR QUICK RESULTS LIST YOUR WANT ADS HERE

The Canadian Observer

Reserves the right to classify all advertisements, to edit or reject any classified advertisement copy. The following are the rates for advertising up to 15 words:

One Time 70
Three Times 1.00
Six Times 1.50
Birth Notices 1.00
Card of Thanks 1.00
Engagement Notice 1.00
Marriage Notice 1.00
Death Notice 1.00
In Memoriam:

1 Four-Line Verse 1.00
2 Four-Line Verse 1.00
3 Four-Line Verse 1.25
For contract rates apply advertising department.

PHONE 1144

Money To Loan

SMALL LOANS, \$50 to \$500, on response. Satisfaction guaranteed. On your Auto or Furniture, or we will finance your present Auto contract to reduce present payments by half. TORD FINANCE COMPANY, 1801 1/2 St. Christina St., over Sarnia Hardware.

Laundry

CLOTHES washed and ironed, 50c doz. Satisfaction guaranteed. Colled for and delivered, including beaches. Phone 268P.

Apartments—Flats

BRIGHT furnished apartment, all conveniences, central. Phone 2705W.

HEATED APARTMENT, available mid-1936, August. Phone 1384W.

Houses For Rent

HOUSE, north end district, possession at once, garage and other conveniences. A. H. Heller. Phone 127.

FIVE-ROOM COTTAGE and garage. Apply 254 Cameron street. Phone 1076P.

FIVE-ROOM HOUSE, north end, three room flat, with bath. Furnished beach cottage. J. J. Langan. Phone 76.

Offices To Rent

LARGE ROOM, can be divided. Best location in Sarnia. Most reasonable rent, \$12 month. Apply W. A. Watson.

Summer Cottages To Rent

AT WOODBOW BEACH, furnished, housekeeping cottage with running water, community dining room, with running water, by day or week. Telephone 575-31.

TO RENT—This Penthouse, a modern 2 1/2 miles from city, overlooking lake, by week, month or balance of season. Phone 601 or 614 for full information, or apply Carl C. Manore.

SUMMER COTTAGE, on Blackwell Beach, for month of August. Apply Scott & Lockhart, W. J. Scott and James Lockhart. Phone 683 or 108.

Boards Wanted

ANTED—Boards, 139 S. Forsyth, home-like. Phone 1296P.

For Sale Or Exchange

FOR CITY PROPERTY—133 acres, choice corn and tobacco land, four large tobacco barns, good dwelling and water. Apply 186 Vidal street, Sarnia. Phone 1528W.

LOST

YELLOW COLLIE, with markings of police dog around neck and shoulder. Answers to "Buster." Phone 382-24.

WEDDING RING, set with small diamonds, at Crimmins', July 25, or en route to Woodrow. Treasured sentimental value. Return Canadian Observer. Liberal reward.

Fuel

COAL, COKE, WOOD and the best grade of Alberta coal. For quick service phone 824. John Garroch.

Insurance

PROTECT YOUR CAR, home and life with insurance. Phone 195 for particulars. J. F. and J. Newton.

Upholstering

FURNITURE REPAIRING, car, furniture, slip covers, awnings. A. T. Perry, 13 Stuart street. Phone 807.

FURNITURE repaired, re-upholstered, modern styles. High class workmanship. Reasonable. H. Bari. 838P.

Marine News

The Huronic arrived at the freight sheds at Point Edward this morning with a cargo of package freight.

The barge 137 unloaded a cargo of grain at the Sarnia elevator today. A cargo from the James B. Eds was unloaded during the night.

At Fort William
Fort William, July 29.—Cleared: Mapleton, Montreal, wheat; Sarnia, Sarnia, wheat; Bricolod, Goderich, Collingswood, Owen Sound, wheat, oats, barley; Algonquin, Port Colborne, Buffalo, wheat; Redcloud, Superior, wheat; Rahane, South Chicago, wheat, screenings; R. V. Massey, Montreal, flour.

In port: Anna C. Minch, Robert W. Pomeroy, Dundas, Hagarty, Algonquin, Teakbay, John Ericsson, loading grain; barge Ali, Krupp, barge Alex. Holley, loading and waiting; Assiniboia, loading flour.

At Port Colborne
Port Colborne, Ont., July 29.—(CP)—Up July 28—Sarnolite 7.50 p.m.

Up July 29—Collier 12.12 a.m.; Coalfax 12.14; Coteau 12.17; Cedar 12.47; Hight 4.51; Keynor 5.32; Transoil 5.58.

Down July 28—W. F. Nesbit 8.10 p.m.; Redriver 9.46.

Down July 29—Lake Traverse 2.48 a.m.; Windsolite 5.42.

At Sault Ste. Marie
Sault Ste. Marie, Mich., July 29.—(CP)—Up July 28—Yosemite 9 p.m.; J. F. Durston, Henry Ford 11.

Up July 29—H. Sheadle, Carmi Thompson 1 a.m.; Pathfinder 4; Bayton, D. G. Kerr 5.30; Ten 6; A. Farrel 6.30.

Down July 28—Cygnus, R. R. Icardson 6.30 p.m.; Shenango 9; Harvey 9; Fayette Brown 9; J. B. Richards 11.30; J. J. Hill,

For Sale

MUST SELL, by August 1, new auxiliary sloop, redwood and white oak hull, 19' x 6', 2 cylinder Gray marine and reverse gear. Will take trade-in. May be seen at S.V.C. Phone 1690J.

MCCOLLY GAS STOVE, cheap. Two-burner electric. 200 N. Vidal.

WARDROBE and gramophone. Phone 1090P, 215 Talford street.

FOUR 6.5 x 16 air-wheel tires, small mileage; a real bargain. Don Laidlaw, 12 Davis street.

HOUSEHOLD FURNITURE for sale. 288 N. Front, north door.

TENDERS WANTED

TENDERS will be received for painting the intermediate room of Bridgen public school, until Friday, July 31, by the secretary, R. R. MacDonald, Bridgen Department.

Barn Rents

OUR SUPER-TITE ribbed steel sheets show real savings. Superior Products Ltd. Phone 1653.

Business for Sale

GOOD-PAYING grocery and confectionery business. Best reasons for selling. Box 52, Canadian Observer.

Cars For Sale

FORD ROADSTER—All condition. 121 Collingwood. Phone 1784J.

HUPMOBILE SEDAN, 18,000 miles; Cadillac coupe, 39,000 miles. Front Street Garage.

Corsetiere

SPENCER—Individually designed foundation garments and surgical supports. M. Parker, 169 N. College. Phone 1274P.

Live Stock—For Sale

SIX WEEKS OLD York pigs. H. Shan-non, 133 Alexander avenue, Point Edward.

OLD HOUSE, or building, to be moved or torn down. Must be cheap for cash. Box 17, Canadian Observer.

EMPLOYMENT

TWO GENERAL MAIDS, at once. Apply Beth Home, Petrolia.

Salesman Wanted

SALESMAN—To sell roof cement and paint. Selling plan allows you to beat competition. Canadian made. Shipped from Toronto. The United Builders Co., 6097 Euclid avenue, Cleveland, Ohio. U.S.A.

PROFESSIONAL

Osteopathy
T. V. ANDERSON
1714 North Christina

Architect

NORMAN B. FORBES, M.A., I.C., Registered Architect, 1744 N. Christina street, Sarnia. Phone 954-W.

Certified Public Accountant

W. L. SMITH, Certified Public Accountant, and associate, C. G. Allen, formerly of R. M. Martin, Ltd., Toronto. Monthly Audits, Estate Accounting, Income Tax Returns, Systems Installed. Bookkeeping for small firms. Phones 2123 and 2224.

Veterinary

D. R. O. S. NORDLAND, Veterinary Surgeon, 152 N. Victoria street Sarnia. Office phone, 518. Residence 612.

Building Material

Insulation Board, Cement Blocks, Brick, Tile, Septic Tanks, Sand, Gravel and Cement. Sarnia Cement Products. Phone 415.

Roebling, Martin Mullen, midnight. Down July 29—Octorara 1 a.m.; Thomas Walters 2; Jos. Block 3; Jack, G. H. McCullough, Jr., 5 Blue River 5.30; Willis King 6.30.

At Windsor
Windsor, Ont., July 29.—(CP)—Arrived July 28—Poplar Bay, grain and package freight, Port William, 11 p.m.

Arrived July 29—Saskatoon, light, Georgian Bay, 4.30 a.m.

Cleared July 28—Poplar Bay, grain, package freight and automobiles, Montreal, 11.30 p.m.

Cleared July 29—Ferne, package freight, Montreal, 3 a.m.

At Toronto
Toronto, July 29.—(CP)—Vessel movements in the Port of Toronto overnight and today were: Beach Bay, in from Montreal, out to Port William; J. O. Holloway, out to Montreal; Cyclo Warrior, in from Prescott, out to Montreal; Cedar Bay, in from Hamilton, out to Montreal; City of Montreal, in from Hamilton, out to Montreal.

Sarnia Passages
Up Wednesday—Frank Billings 7.45 a.m.; Mexoil 8.30; Eugene W. Pargny 8.45; Francis E. Howe 9.30; F. D. Underwood 10.15; Farandoo 10.20; B. F. Jones 10.25; tug Sulphite 11.

Down Wednesday—Daniel Willard 7.50 a.m.; Finland 8.20; J. A. Campbell 8.35; William A. Reiss 9.15; Douglas Houghton 9.40; A. H. Ferbert 10.55.

St. Thomas To Vote On Natural Gas Question
St. Thomas, July 29.—St. Thomas citizens will have an opportunity to vote on the natural gas question about the end of next month.

The by-law, incorporating an offer of \$152,650 from the Dominion Natural Gas Company for the city's mains and a ten-year distributing franchise, was submitted to the city council this evening, the tentative agreement having been revised by the Public Utilities Commission. Eight years ago citizens turned down an offer of half a million dollars from the Dominion company for the city's gas plant and distributing system.

Now the company desires July the mains. The company offers 59 cents per 1,000 cubic feet house heating rate.

Gossip is a sort of smoke that comes from the dirty tobacco pipes of those who diffuse it; it proves nothing but the bad taste of the smoker.—George Eliot.

REALTORS

C. L. BROWN
FOR SALE—In good town in Lambton, brick house and barn with four acres of land, partly in fruit. House has basement and furnace. Price \$1,600, or with household furniture, including piano and radio and gardening equipment and feed, \$2,600.

INSURANCE—ALL LINES.
197 Christina Street. Phone 101

MARGUERITE S. BOOTH
FOR RENT—House on Cobden street. Apartment on Durand street. Lake cottages all locations, by week or month.

All kinds of typing and duplicating. Insurance in all its branches. 164 1/2 North Christina (Over Imperial Theatre). Phones 759 and 3264.

STORE TO RENT

Approximately 19 x 75 feet, modern front. Available August 31. Apply Homer Lockhart, 215 N. Front.

COMFORTABLE ROOM—Alexandra Apartments, 200 London Rd. Could arrange a second room. Apply Homer Lockhart or at the Alexandra—Mr. Woollett.

W. C. NELSON

ROYAL BANK BLDG.
PHONE 1401
We have eight 50-foot lots on the lake within 3 miles of Sarnia. These lots are about 1,200 feet deep, well treed, will have city water. Will be sold at a price below the surrounding properties.

A. A. BARNES & SON
FOR SALE—In Forest, a good brick house with basement and furnace, barn, four acres of land; furniture, including piano and radio, goes with this house. Price \$2,600.

FOR RENT—House on Ontario St., \$30 per month; house on Cameron St., \$20; house on Oosterburg, \$20; large house on Confederation at \$27; apartment on North Christina, \$20 (heated).

Insurance—Fire, Auto and Accident. 111 N. Vidal, office and residence. Phone 2274-1623P.

A. A. FISHER

143 1/2 Lechiel St. Phone 2389 or 983J.
TO RENT—Five-room modern apartment, close in \$15 month; six-room cottage, Brock street, \$20 month; five-room cottage, Kilmouth street, \$25 month; five-room cottage, St. Vincent street, \$17.

TO EXCHANGE—Garden farm with good buildings, for cottage in city.

LOCKHART REAL ESTATE
215 N. FRONT ST.
TO RENT—Seven-room modern house on Bright street, \$30.

Six-room modern cottage, garage, on Cromwell street, \$30.

Six-room house on Ross avenue, \$30. Insurance—All Lines.

Homer Lockhart Jr., Homer Lockhart Sr. Phone 1 and 983J.

LEGAL
MORTGAGE SALE
OF VALUABLE FARM PROPERTY

Under and by virtue of the Powers of Sale contained in a certain mortgage, which will be produced at the time of sale, there will be offered for sale by Public Auction, at the City Hall, in the CITY OF SARNIA, on WEDNESDAY, the 26th day of AUGUST, A.D. 1936, at the hour of TWO O'CLOCK in the AFTERNOON, the following lands and premises:

ALF and SINGULAR that certain parcel of land and premises situate, lying and being in the Township of Plympton in the County of Lambton and Province of Ontario, and being composed of the west half of lot number Twenty-three in the Sixth Concession of the said Township of Plympton, in the County of Lambton, containing by measurement one hundred acres more or less.

On these premises there is said to be a frame dwelling house and a frame barn and other outbuildings.

TERMS—Ten percent at the time of sale and the balance in three days.

The premises will be offered for sale subject to a reserve bid and subject to the existing lease.

For further particulars apply to: Cowan, Cowan & Gray, Solicitors for the Mortgagee, John W. McDonald, Esq., Auctioneer.

DATED at Sarnia, the Twentieth day of July, A.D. 1936.

R. K. Smith, Deputy Minister.

Department of Marine, Ottawa, July 27th, 1936.

SCOTCHED WEDDING
London—(CP)—"I'm getting married tomorrow, or should be," said Cyril Scott, convicted of theft, but he was sentenced to 28 days.

NOTICE
Notice is hereby given that the undermentioned vessels, piers, or other things are wrecked, sunk, partially sunk, lying ashore or grounded in the navigable waters of the harbour of Sarnia and that two years have expired since the casualty and that the said vessels, piers, or other things are deemed to be abandoned and if the same are not removed or disposed of to the satisfaction of the undersigned within one month from the 15th July, 1936, the undersigned will, in the exercise of the authority in that behalf vested in him as Minister of Marine under section 18 of the Navigable Waters Protection Act, Chapter 140 of the Revised Statutes of Canada, 1927, and under such restrictions as to him seem fit, authorize a person or persons to take possession of and remove for his or their own benefit the said vessels, piers or other things hereinafter enumerated, as follows:

No. Vessels or Dimensions Location.
1 Schooner "Corisande" 137' x 28' 300 ft. west from shore.
2 Schooner "Hocking" 128' x 26' 330 ft. west from shore.
3 Schooner "Belle Hanscomb" 129' x 27' 380 ft. west from shore.
4 Schooner "Catacar" 103' x 25' 380 ft. west from shore.
5 Steamer "Maple Gull" 174' x 32' 430 ft. west from shore.
6 Steamer "Astec" 180' x 32' 450 ft. west from shore.
7 Steamer "R. C. Brittain" 142' x 22' 450 ft. west from shore.
8 Schooner "Pandora" 140' x 26' 330 ft. west from shore.

The above mentioned vessels are located between George Street and London Road, opposite the Dalton Fuel Company's coal storage.

9 Tug "Constitution" 72' x 16' 330 ft. west from shore.
10 Flat scow "Province" 169' x 41' 330 ft. west from shore.

"A" All ships or boats in clusters in front of the City of Sarnia and lying north of the property of the Imperial Oil Company and southerly of the remains of old tramway between Maxwell Street and Nelson Street with exception of moorings and fenders placed immediately at the harbor front.

N.B. All dimensions and distances are approximate.

C. D. Howe, Minister.

Department of Marine, Ottawa, July 15th, 1936.

"BRINGING UP FATHER"

YOU'RE GETTING DOWN TO YOUR NEW OFFICE EARLY
YES-I EXPECT A LOT OF BUSINESS
WELL, I HOPE WHAT I TOLD MAGGIE IS SO

FINE! HE'S ASLEEP! NOW'S MY CHANCE TO SNEAK OUT
IT'S A RELIEF TO GET AWAY FROM THAT BABY-ME FOR A COOL BROOK-I'LL SCOOP UP A TROUT FOR LUNCH

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RADIO PROGRAMS

CFRB-TORONTO 960 Kilo.
CFPL London 130 Kilo.
CKLW Windsor 1030 Kilo.
CFK Chatham 620 Kilo.
WJR Detroit 750 Kilo.
WWJ Detroit 920 Kilo.
WXYZ Detroit 1230 Kilo.
WLW Cincinnati 700 Kilo.

CFCO-CHATHAM
6.00 p.m.—Harmony Isle.
6.15—Rhythm Rumbles.
6.30—Velvet Lady.
6.45—Sports Review.
7.00—Melodie Montclair.
7.15—Entertainment Guide.
7.30—Wallaceburg Reunion.
7.45—Gossip.
8.00—Dugan and Daly.
8.15—Hold the Press.
8.30—News and Opera.
9.00—Band Concert.
9.30—Rondeau Dancing.
10.00—Good-Night.

CFPL-LONDON
6.00—Jeanne Dore.
6.15—Organ Recital.
6.30—Artistic Recital.
6.45—Chateau Frontenac.
7.00—Capital Entertainment.
7.30—Band Box Review.
8.00—Anything Goes.
8.30—Chicago Opera.
9.00—This Is Paris.
9.30—Mart Kenny's Orchestra.
9.45—News and Weather.
10.00—Sign off.

CFRB-TORONTO
6.00 p.m.—Mining Broadcast.
6.15—Real Life Drama.
6.30—Benny Fields.
6.45—Herbert Harman, U.F.O.
7.00—Whisper Campbell.
7.30—Musical Rambles.
7.45—News and Melody.
8.00—Program.
9.00—Jack Faerigan Orchestra.
9.30—Raggy Rhythms.
9.45—News and Melody.
10.00—Jack Shannon Tenor.
10.30—News Broadcast.
10.45—Armchair Club.
11.00—The Richmond Orchestra.
11.30—Don Bestor Orchestra.
11.45—Sign off.

WXYZ-DETROIT
6.00—Easy Aces.
6.15—Heroes of Today.
6.30—Day in Review.
6.45—Chateau Frontenac.
7.00—News and Melody.
7.30—Laverne and Old Lace.
8.00—Anything Goes.
8.30—News and Melody.
8.45—Harry Helman.
9.00—Hit Parade.
9.30—News and Melody.
9.45—Phyllis Olsen.
10.00—Phyllis Olsen.
10.15—Phyllis Olsen.
10.30—Phyllis Olsen.
10.45—Phyllis Olsen.
11.00—Phyllis Olsen.
11.15—Phyllis Olsen.
11.30—Phyllis Olsen.
11.45—Phyllis Olsen.
12.00—Phyllis Olsen.

WJR-DETROIT
6.00—Jimmie Stevenson.
6.15—News and Melody.
6.30—Sports on Parade.
6.45—Boake Carter.
7.00—News and Melody.
7.30—Burns and Allen.
8.00—Andre Kostelanetz and Chorus.
8.30—News and Melody.
9.00—Gang Busters.
9.30—The March of Time.
9.45—News and Melody.
10.00—Duncan Moore.
10.15—Baseball Scores.
10.30—Rhythm.
10.45—News and Melody.
11.00—Don Bestor's Orchestra.
11.30—Jan Garber's Orchestra.
11.45—News and Melody.
12.00—Mid-Sign off.

WJZ-DETROIT
6.00 p.m.—Tyson's Sport Review.
6.15—Dinner Hour.
6.30—Bardner's News.
6.45—Voice of Carelessness.
7.00—Ford V-B Review.
7.30—One Man's Family.
7.45—Lady Esther Serenade.
8.00—Town Hall Tonight.
8.15—News and Melody.
8.30—Amos 'n' Andy.
8.45—World's Pectormars.
9.00—Detroit News Hour.
9.15—Troupers.
9.30—Dance Music.
9.45—Webster Hall Orchestra.
10.00—Mid-Northwest Inn Orchestra.
10.15—Weather and Sign-off.

CKLW-WINDSOR
6.00—Phil Marley's Orchestra.
6.15—News and Sports.
6.30—Rhythm Ramblings.
6.45—Song Recital.
7.00—The Variety Show.
7.15—News and Sports.
7.30—Music Box Review.
7.45—The Characters.
8.00—The Variety Show.
8.15—The Variety Show.
8.30—Symphony Concert.
8.45—Walters' Symphony Strings.
9.00—Alex Lajole's Orchestra.
9.15—Charles Barnett's Orchestra.
9.30—Baseball Scores.
9.45—Lloyd Huntley's Orchestra.
10.00—Griff Williams' Orchestra.

Trans-Radio News

11.00—Joe Heilmann's Orchestra.
11.15—Ready of Mystery.
11.30—Joe Sanders' Orchestra.
12.00 mid-Johnnie Lewis' Orchestra.
1.00—Horace Heidt's Orchestra.
1.30—Weather, Sign off.

WLV-CINCINNATI
6.00 p.m.—The Johnsons.
6.15—Olympic Prospects.
6.30—Lum and Abner.
6.45—Lilac Time.
7.00—One Man's Family.
7.30—Music Box Hour.
8.00—Town Hall.
9.00—Your Hit Parade.
10.00—Amos 'n' Andy.
10.15—Paul Sullivan.
10.30—Stars Over the Great Lakes.
11.00—Old Fashioned Girl.
11.15—Mel Snyder's Orchestra.
11.30—Ludi Romanelli's Orchestra.
12.00 mid-Barney Rapp's Orchestra.
12.30 a.m.—Joe Sanders' Orchestra.
1.00—Horace Heidt's Orchestra.
1.30—Moon River.
2.00—Sign off.

THURSDAY DATTIME
WJR-DETROIT
6.30 a.m.—Andy and Virginia.
7.00—Household Musical Clock.
7.30—Uncle Neal and Prudy.
7.45—Crawley Miller Review.
8.00—Morning News.
8.30—Amos 'n' Andy.
8.45—Silhouettes.
9.00—Betty and Bob.
9.15—Monte Clegler.
9.30—Who's Who—Betty Crocker.
9.45—Hymns of All Churches.
10.00—Blue Flames.
10.15—Rose Room Melodies.
10.30—Household Economies.
10.45—Musical.
11.00—Ma Perkins.
11.15—Mary Lee Taylor.
11.30—Al Roth's Syncopators.
12.00 noon—Boys in Blue.
12.15 p.m.—Three Aces.
12.30—Academy of Medicine Program.
12.45—Rose Room Melodies.
1.00—News Highlights.
1.15—Tom Doolittle's Gang.
1.30—Carl Rupp.
1.45—Music in the Air.
2.00—Mabelle Jennings.
2.15—Howells and Wright.
2.30—Do You Remember?
3.00—All Hands on Deck.
3.30—Greetings from Old Kentucky.
4.00—Bluebirds.
4.15—Boys in Blue.
4.30—Clyde Barrie.
4.45—Wilderness Road.
5.00—Uncle Neal and Prudy.
5.15—News of Youth.
5.30—Rose Room Melodies.
5.45—Review of the Mounted.
6.45 a.m.—CKLW-WINDSOR.
7.00—Happy Joe.
7.15—Trans-Radio News.
7.3

McDONALD'S DRUG STORE

Phone 74

CAL-BIS-MA

35c and 75c Per Package

BIBLE THOUGHT

GOD OF THE LIVING: He is not the God of the dead, but the God of the living: ye therefore do greatly err.—Mark 12:27.

CITY NEWS

Pedestrian Lane Painted
The borders of the pedestrian laneway crossing Front street between Lochiel and Cromwell streets has been painted by city employees.

Returns From West
Bert Watson, son of Mr. and Mrs. S. M. Watson, 156 North Forsyth street, who injured his ankle while in Bridgeport, Neb., recently, arrived home last evening. His brother Zenas accompanied him.

Meeting Cancelled
The regular meeting of the Sarnia branch of the Canadian Legion tonight has been cancelled due to the fact that members are participating in the Wallaceburg Warriors' Day celebration today.

Will Play in Forest
The Lambton Regiment band will play at a "gala night" at Forest Thursday night. Tuesday afternoon and evening it played at Steinhoff Park, Wallaceburg, giving two concerts and playing for the drill corps of Mocha Temple, London. W. E. Brush was in charge of the band.

Resume Duties
Constable W. N. Peters, of the Provincial Police detachment here, resumed his duties today after a two weeks' vacation.

Kiwanis Meeting
The weekly dinner meeting of the Sarnia Kiwanis club will be held at Canatara Park on Friday evening when Cecil Pollard will be in charge. A program of sport has been arranged.

Magistrate to Speak
Col. C. S. Woodrow has been invited to address the London Kiwanis club at a noonday luncheon at the Hotel London, Friday. He will speak on traffic problems in connection with the current campaign of "Try courtesy" being urged by the Hon. T. B. McQuesten, Ontario Minister of Highways.

Cruiser Weatherbound
The cabin cruiser "Stout Fella" from Detroit anchored in the shelter of Sarnia Bay last evening and will remain here until the stiff breeze subsides. The cruiser is headed for Georgian Bay and the "air" fear "tempt to navigating."

Will Attend Convention
Russell Flynn, past dictator of Sarnia lodge, Loyal Order of Moose, will attend the convention of the lodges at Windsor on Saturday as delegate for the local lodge. It is expected that about twenty other members of the local lodge will also attend.

Develops New Flower
Dr. L. W. M. Freese of Glenora has developed what he believes to be a new variety of cosmos flower. The new species has the regular eight petals around the outside and the centre is like a button, composed of many separate miniature flowers, each complete in itself.

Unidentified Boy Drowns
An unidentified boy about eight years of age, was drowned in Lake Huron, at Lakeside beach, north of Port Huron, Tuesday afternoon. He was found by bathers. Bathhouse officials said that the boy rented a bathing suit earlier in the day.

Incline Railway to Close
The historic Wentworth Incline railway, landmark of Hamilton for many years, will close down shortly because of losses incurred by the company during recent years, it has been announced. The railway is known to many Sarnians who have visited Hamilton.

Baseball Player Weds
The wedding of Miss Annie Sullivan, of Strathroy, and Arthur Fidler, also of Strathroy, was solemnized at the bride's home on Monday afternoon. Mr. Fidler is well-known in sport circles in Sarnia, as he is a pitcher for the Strathroy baseball team.

Sticker Deadline Nears
Michigan motorists who have been driving with half-year license stickers, have been advised that they must purchase their plates before midnight Friday. Orville E. Atwood, secretary of state, announced that a total of 443,084 stickers had been sold this year and only a small percentage of the car owners had since purchased their markers.

Fraternal Worker Dies
John Asman, active civic and fraternal worker of Port Huron, died Saturday at his home there. He was aged 68 years. The funeral services were held on Tuesday afternoon.

Will lady who 'phoned the Hydro Office on Tuesday with reference to money which she lost, kindly call at the office?

QUALITY DAIRY PRODUCTS
Silverwoods
SARNIA
PHONE 2400

Chase Straw Hats
A strong wind rushing down Front and Christina streets from the north today was responsible for many pedestrians having to chase their straw hats which were blown off.

Investigated Crash
County Constable Grant Stirrett, who investigated an accident which occurred on the Beach Road about two miles east of Lake Cab-in lodges, early Sunday morning, when cars driven by Neil Jolly, and Jack McDonald, Petrolia, sideswiped, said today that he had been unable to determine which car was at fault. He said when the cars collided, the front left corner of McDonald's car and the left rear side of the Jolly car were damaged.

Softball Today
Sarnia Imperial Softballers will play Oedemes at Tecumseh Park this evening. The game was postponed Monday evening to permit fans to attend the Chatham-Sarnia junior playoff.

Hole Filled In
A sunken area of the Christina street surface in front of the National club was filled in and resurfaced with asphalt today by board of works department.

Ferry Traffic Heavy
Ferry traffic over the St. Clair River at Port Lambton is said to be heavy these days because of the large number of people motoring to the Old Boys' Reunion at Wallaceburg.

King's Portrait
A portrait of His Majesty King Edward VIII, the gift of Harry N. Phillips to the city, has been hung in the city council chamber to replace the photograph of the late King George V.

Tree Blown Down
During a storm in Warwick village Tuesday afternoon a large maple tree was blown down and partially blocked the highway for a short time.

Put up Lights
Employees of the Sarnia Hydro-Electric system today erected lights on the Ferry dock hill for decoration purposes during the Centennial Celebration.

Corn Prices Up
Local milling companies today reported a further advance of 7 cents a bushel in the price of corn. The price being paid today is 75 cents a bushel.

Born in Sarnia
W. B. C. Bradley, of Madison, N.J., a guest at the Sarnia Rotary club luncheon yesterday, was born in Sarnia. He worked in the Sarnia and Vancouver branches of the Canadian Bank of Commerce and for some years has been living in the Eastern United States. At present he is visiting with Mr. and Mrs. J. C. Clark, 152 South Front street.

Sarnia Marksman Wins
Robert Nelson, 358 Davis street, a pupil at the collegiate institute and technical school, is one of Western Ontario cadets awarded a silver Strathcona Trust medal for the high score in miniature rifle competitions.

IRISH DRESS LINENS
WHITE and 12 shades to choose from. Regularly 50c now **39c**

WHITE SEERSUCKERS regularly 39c now **25c**

BROADCLOTHS and Prints, This Week 2 yards for **25c**

FRED MILLS

ANNOUNCEMENTS

The Ladies' Auxiliary to the Canadian Legion will hold a card party at the Soldiers' Club, on Thursday, July 30, at 8.15. Everybody welcome. No euchre Saturday.

DRUGS
PHONE 251
Sure Death Fly Spray 25c and 45c
MANOR'S DRUG STORE
Maxwell at Napier

SPECIAL NOTICES
ALDRIDGE BEAUTY SHOPPE
Shampoo and fingerwave, 50c. Permanent waves, \$1.75 up. 175 Lochiel. Phone 2989.

PERRY'S BEAUTY SHOP
We specialize in One-minute permanent waves, also heatless waves, \$1.50 up. Phone 1668J.

CODLING BEAUTY SHOPPE
144 Cromwell street. Permanent waves \$2.50 up. Shampoo and fingerwave, 50c. Phone 970.

MARION BEAUTY SHOPPE
Charmol non-Ammonia regular \$5 permanent, \$3.50 special. Shampoo, fingerwave 50c. Telephone 2000.

Dr. J. Telford Biehn will resume his practice on Monday, August 3.

Dancing at the Pier, Friday night. William Ambliers' Beach orchestra, Windsor. Bus leaves McPee's Hotel, 9.15. Admission 30c. Dancing free.

Lions Directors Meet
The new board of directors of the Sarnia Lions club met last evening to formulate plans for the ensuing Lions year. Cases coming under the direction of the sight conservation committee were reviewed by the board and acted upon.

NEW POINTS ARISE IN CLEVENGER CASE
Chambermaid's Chart Showing Door Was Locked Before Body Found Adds to Puzzle
Asheville, N.C., July 29.—(AP)—A hotel chambermaid's chart showing the door to Helen Clevenger's room was locked from the inside 10 minutes before her mutilated body was found, threw the mystifying murder case open to further questions today.

The chart, officers said, disclosed the door was locked at 8.20 a.m. on July 16, slightly more than seven hours after the New York University sophomore was assaulted and shot.

Points Raised
The announcement raised these points:
If Miss Clevenger's room was locked from the inside, as the chart indicated, was the murderer in there at 8.20?
Was he there from 1 a.m., when several guests at the fashionable hotel heard a woman's agonized scream, until 8.20?
Or was the murderer a man whom a bellboy saw scurrying from the mezzanine to the outside into a thunderstorm at 1 a.m.?
If this shadowy form, the so-called "mystery man" of the case, was the murderer, did he return to the girl's room later to destroy clues he left behind?
The girl's uncle, Prof. W. L. Clevenger, said at the coroner's inquest that when he went to his niece's room at 8.30 a.m. and found her body, the door was not locked.

Watchman Detained
The investigation meanwhile centered on Daniel H. Gaddy, 23-year-old night watchman, detained "for investigation" for more than a week.

Sheriff Brown said he does not suspect Gaddy of the actual crime, but added:
"I still believe Gaddy has something to tell us—later. When he talks, I think we'll solve this crime."

Family Eating Potatoes Planted Last February
Guelph, Ont., July 29.—(CP)—William Stevenson, Guelph, and his family are eating potatoes he planted last February and dug in June. Sutherland, whose garden is "made ground," the soil containing sand and foundry refuse, planted three rows of potatoes about seven weeks after New Year's.

Because of its nature, the soil freezes only to a depth of a few inches and in early May the tops were above the ground.

SUBMARINE IS SUNK
Gibraltar, July 29.—(AP)—The Spanish government submarine C-E was sunk today by bombs from a rebel seaplane in the Straits of Gibraltar, two light-house officials who witnessed the bombardment reported.

Celery Growers
(Continued from Page Three)
They sold at 18c a single box for 15c a box by the crate. Vegetables were also freshened by the rain, it was reported.

Tomatoes were fairly plentiful and sold at from 75c to \$1 an 11-quart basket. Peaches sold at 15c a quart box.

Cucumbers Plentiful
Cucumbers were the most plentiful of any market day yet this season and ranged from 3 to 5 cents to 10 cents each. Chickens sold rapidly at 25c a pound, a reduction of 2c compared with the price which has prevailed during the past few weeks. Eggs were plentiful and sold at from 25 to 28c a dozen.

REPORT KING TO GIVE RANCH AWAY
May Present Alberta Property to Fairbridge Farm School
London, July 29.—(CP Cable)—King Edward is considering a plan to present his 6,000-acre ranch near Calgary to the Fairbridge farm school, on Vancouver Island, the News-Chronicle reported today.

The E-P. Ranch at High River, Alberta, acquired by His Majesty, when he was Prince of Wales and situated in Southern Alberta, is one of the show places of the Canadian West.

Thoroughbred stock from the ranch has won many prizes at agricultural shows throughout Canada and the United States. His Majesty transferred blooded stock from his English farms to the E-P. for breeding purposes.

The Fairbridge farm schools, on Vancouver Island and in Western Australia, are for training young British immigrants in farming and settling them on the land.

Manager Uninformed
Pekisko, Alta., July 29.—(CP)—Prof. W. L. Carlyle, manager of King Edward's E-P ranch near here knew nothing last night of reports current in London that His Majesty might present the 6,000-acre property to a Vancouver Island school.

He said no indication of the presentation was contained in a letter received from London yesterday.

Five-Thousand Pound Devilfish Moored To Sarasota, Fla., Dock
Sarasota, Fla., July 29.—(CP)—A five-thousand pound devilfish that battled 13 fishermen for 15 hours was moored at the city dock today.

The fish towed the small fishing boats for miles in circles around the gulf during the 15 hours. It is 19 feet long in one direction, 18 feet in another, five feet thick at its greatest thickness and has a mouth circumference of three feet.

COULD HAVE SAVED 15c
Tilbury, Ont., July 29.—(CP)—It would have cost him 15 cents less if he had paid up when asked. A Detroit man declined to pay Pon Tong, proprietor of a Tilbury restaurant, 10 cents for damage to sugar when he poured catsup and two glasses of water on it. When the man declined, Pon called police. They took one look at the mixture of sugar, catsup and water and charged him 25 cents.

DISCOVER PICTURE OF PIONEER PAIR
Edmund Kewley Came to Canada in 1832
A large double picture of Mr. and Mrs. Edmund Kewley, pioneers of Lambton County, was found this week when a house in the city was being remodelled. The picture is now in the possession of John Kewley, Sarnia township, son of the pioneer.

Mr. Kewley, born in Douglas, Isle of Man, in 1826, came to Canada with his father and mother in 1832.

Settled Near Courthouse
The family settled on the banks of the St. Clair River about two miles from Courthouse where they resided for many years. Later Edmund Kewley moved to Sarnia township and for some time was engaged in driving a yoke of oxen which were used to propel the ferry back and forth across the river between Sarnia and Port Huron. At the time that Mr. Kewley came to Sarnia township, Lake Wawanosh, now drained and used for farm lands, was several feet deep.

Blown Across River
The family of Mr. Kewley recalled a story he used to relate. It was of a terrific cyclone which struck the St. Clair River area in 1847. The wind was so terrific that many roofs were blown off buildings. A freak of the storm occurred when a roof from a building on the Michigan side of the river was blown off and hurled across the way across the river and landed in Mr. Kewley's barnyard. The roof was almost intact when it reached this side of the river.

WAR WIDOW DIES AFTER VIMY TRIP
Suffers Fatal Heart Attack on Liner Following Visit to Husband's Grave
London, July 29.—(CPC)—A widow from Canada who said her last wish was to see her husband's grave in France, was dead today, a few hours after fulfilling that wish.

Mrs. Rosina Kemp, of Calgary, one of the pilgrims to the unveiling on Sunday of the Canadian Vimy Ridge memorial, told fellow-pilgrims that for 20 years she had longed to see her husband's grave. During the voyage from Canada she said: "When I have seen my husband's grave I shall be prepared to die."

Returning to the steamship Antonia at Le Havre after visiting the grave, the emotional experience seemed to have sapped her strength, although she appeared happy. Four hours later she died aboard the Antonia of a heart attack.

BODY IDENTIFIED
Toronto, July 29.—(CP)—The youth whose body was found in Etobicoke Creek near here, yesterday, was identified as Donald Forbes, 12, son of Mr. and Mrs. William Forbes, Alderwood. It is believed the lad went to the creek to swim.

Just Arrived WESTINGHOUSE VACUUM CLEANERS
Introducers offer for short time only \$46.50, complete with attachments. \$5.50 down and \$1.00 per week.
Chambers Electric Co.
225 N. Front. Phone 263

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Build Up Your Income Consult
COLIN C. O'NEIL C.L.U.
Phone 1701 180 1/2 N. Christina.

The New Air Cooled ELECTROLUX Refrigerator
Silent—With No Moving Parts.
W. McPHILLIPS, LTD.
170 N. Christina St.

PLUMBING, HEATING, SHEET METAL WORK
C. K. WHITE
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Accident Insurance
Is as essential today as all other types of Insurance—See us today.
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125 N. Vidal St. Phone 2730

FISH MARKET
We Sell Fish Caught From Our Own Nets Daily

Herring	dozen	35c
Pickering	dozen	20c
Whitefish	dozen	22c
Trout	dozen	22c
Perch	dozen	17c

All Fish Cleaned and Boned

IMPERIAL FISH CO.
Free Delivery Phone 229
River Front, North of The Canadian Observer

Only Seven
(Continued from Page One)
These were seen by Pierce, the lighthouse keeper, who immediately enlisted the aid of the coast-guard.

All available coastguard boats searched the surface of the lake over a wide area in hope of sighting the missing men but their rescued mates sadly professed the belief that all of them had been drowned.

The shores of the lake in the vicinity of the tragedy were also combed for signs of the bodies of those believed to have perished.

An overturned lifeboat was found at dawn floating near the South Chicago coastguard station.

Those who were rescued included Joseph Weber, the engineer, and two sailors, Herbert Larson and Alton Washburn.

Smoke Pall
(Continued from page 3)
The previous impositions that have cost residents hundreds of dollars in actual labor for cleaning their premises, to say nothing of the damage to curtains, drapes, rugs and other furnishings. The apparent lack of prohibition against the maintenance of destructive nuisances on the Sarnia waterfront has been decidedly trying to citizens whose properties are menaced by such. Many citizens complain that their health is being undermined by the impurities in the air. There is said to be a smoke nuisance bylaw in existence, but apparently there is no attempt to compel violators to abide by its provisions.

The first and worst of all frauds is to cheat one's self.—Bailey.

THURSDAY SPECIALS

Choice Round Steak	18c
Pork to Fry	18c
Jellied Veal	19c
Large Lemons	23c
Half dozen	15c
Rose Brand Baking Powder, 1 lb tin	98c
Quick Drying Varnish	98c

Raspberries, Blueberries, Apples, Peaches, Melons.

R. B. JONES
Cor. Brock and Confederation Phone 2526

USED FURNITURE
Chesterfield Suites, Dressers, Vanities, Dining Room Furniture Beds, Springs and Mattresses.

The Furniture Market
Gardiner Block Phone 428

MAHER SHOE STORES
SARNIA'S NEWEST AND FINEST SHOE STORE.
158 FRONT ST.

LEONARD
Refrigerators—Canada's best buy. See them at C. E. MacLEAN'S Mitton at Davi's Sts. Phone 808

As Mayor of the City of Sarnia, it is my earnest wish and desire that all citizens should show their interest in the 100th Anniversary of this City by a full attendance at the unveiling of the cairn at Victoria Park, on Saturday, August 1st, which will take place immediately after the conclusion of the parade commencing 10 A.M.; and also at the massed religious service at Victoria Park, on Sunday, August 2nd, at eight o'clock P.M.

Wm. F. Crompton
Mayor.

Congratulations Sarnia
We wish to thank the Citizens for the splendid patronage they have given us. We feel certain that the city will have continued prosperity.

HIGH CLASS ONTARIO MEATS
E. HAWKINS
QUALITY MEAT MARKET
106 PARKER STREET

Congratulations To Sarnia
On the celebration of our city's centenary we wish all residents much happiness.

A. J. CHESTER
"EVERYTHING IN INSURANCE"
AT FERRY DOCK
PHONE 122

CIVIC HOLIDAY
Pursuant to resolution of the City Council notice is hereby given that
MONDAY, the 3RD DAY OF AUGUST, 1936,
has been designated and set apart as CIVIC HOLIDAY for
THE CITY OF SARNIA
W. F. CROMPTON, Mayor.

YOUR ESTATE . . .

ADMINISTRATION of Estates calls for wide experience in such matters.
We can give you the benefit of such experience. Why not consult us?
The Lambton Trust Co.
N. S. Gurd K. C. President
J. M. Hunt Manager

56 years
of service to Lambton County
are now written
into the records of Stirrett's

Fifty six years that have seen this store, established by the late Robert Stirrett grow from a very small beginning at Jura in the northeast section of Lambton County to one of the largest departmental stores in Western Ontario . . . Fifty six years that have also seen Stirrett's locate at Forest, Petrolia and finally to Sarnia in 1921 . . . Fifty-six years that happily have been long enough for the making of many valued friendships and treasured contacts.

Those years have seemed short indeed, however, for achieving the growth in volume and prestige which have placed Stirrett's so high amongst the names of Lambton's reliable merchants . . . And so on this occasion at the completion of our city's first century of progress, may each and every citizen enjoy the festivities of the centenary celebration.

THE R. STIRRETT CO.
- LIMITED -

WHITE FLANNEL TROUSERS
CLEANED WITHOUT SHRINKAGE — SPECIAL SHAMPOO PROCESS—75c Pair
Barge's Cleaners PHONE 2500

BUY A KELVINATOR
The Meter-Ator Way. No Down Payment
W. McPHILLIPS
20c A DAY 170 N. Christina St. Ltd.

HARRY N. PHILLIPS
FUNERAL DIRECTOR
Phone 116 138 Victoria St.

Thursday Specials

Hostess Shoppe Butterscotch Pies each	23c	Grocery & Meat Dept. Tomatoes, basket	65c
Bran Muffins dozen	23c	Lamb to fry pound	23c
Individual Jelly Rolls dozen	23c	Sausage 2 pounds	23c
Light Square Cake	22c	Choice Celery 3 for	25c
Current Drop Cakes dozen	23c	Sliced Corn Beef pound	19c
		Lean Pie Meat 2 pounds for	23c

Walker Bros.
Phone 1400

QUALITY DAIRY PRODUCTS
Silverwoods
SARNIA
PHONE 2400